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American Railroad Journal.

New York, Saturday, January 18, 1873.

Fourth Avenue Improvement.

According to a statement of Mr. Isaac C. Buckout, the Superintending Engineer of the Fourth Avenue Improvement, the entire work, from the City Hall to the Harlem River, will be finished in two years, probably by January 1, 1875. The distance from the City Hall to the Grand Central depot will then be made in twelve minutes, and from the depot to the Harlem River in ten minutes, making twenty-two minutes in all. The work from the depot to the Harlem River is divided into three sections. The first section, from Forty-fifth to Forty-ninth street, is under contract to Fairchild & Ward. The third section, from Seventy-ninth street to the Harlem River, was let six weeks ago to Dillon, Clyde & Co. Three hundred men are already at work on this section alone. The second section, from Forty-ninth to Seventy-ninth street was awarded on the 14th inst. to Dillon, Clyde & Co., who now have the contracts for the entire work from Forty-ninth street to the Harlem River. As soon as the contract is signed, Mr. Buckout said, the contractors will set 1,000 men at work. Work upon the third section is progressing rapidly. Two rock tunnels are being built at Yorkville, and trestle-

works over the Harlem flats (in which the trains will run while the viaduct is being constructed). A large number of men are at work rock-cutting at Snake Hill, south of 125th street. The section through Harlem from 125th street to the Harlem River is being excavated below the avenue grade. The track is being sunk there.

To Investors.

To those who wish to REINVEST JANUARY COUPONS OR DIVIDENDS, and those who wish to INCREASE THEIR INCOME from means already invested in other less profitable securities, we recommend the Seven-Thirty Gold Bonds of the Northern Pacific Railroad Company as well secured and unusually productive.

The bonds are always convertible at Ten per cent. premium (1.10) into the Company's Lands at Market Prices. The rate of interest (seven and three-tenths per cent. gold) is equal now to about 8½ currency—yielding an income more than one-third greater than U. S. 5-20s. Gold Checks for the semi-annual interest on the Registered Bonds are mailed to the Post-Office address of the owner. All marketable stocks and bonds are received in exchange for Northern Pacifics ON MOST FAVORABLE TERMS.

JAY COOKE & CO.

New York, Philadelphia and Washington,
Financial Agents N. P. R. R. Co.

Eric Railway.

At a meeting of the directors of this company on the 14th inst., a resolution was unanimously adopted authorizing the issue of convertible bonds to the amount of \$10,000,000, bearing 7 per cent. interest in gold, payable either in New York or London, provided that the said bonds are nego-

tiated at par in currency. The proceeds of the sale will be used for the purpose of laying a third rail, and the improvement of stock and equipment. The subject of declaring a dividend on the preferred stock was referred to a special committee, which will report at a future meeting. The resignation of Mr. J. B. Hodgskin, as treasurer, was received, and Mr. William Pitt Sherman was appointed in his stead.

Baltimore and Ohio Railroad.

The following is a comparative statement of the earnings and working expenses of the Main Stem of the Baltimore and Ohio Railroad for the years ending September 30, 1871 and 1872—including the Winchester and Potomac, the Washington County, and the Winchester and Strasburg Branches:

| Earnings: | 1871. | 1872. |
|--|----------------|-----------------|
| From passengers..... | \$1,460,699 71 | \$1,695,153 21 |
| " tonnage..... | 8,452,690 78 | 8,959,318 41 |
| Total..... | \$9,913,390 49 | \$10,654,471 62 |
| Working expenses: | | |
| Transportation exp..... | \$1,775,458 46 | \$1,948,247 86 |
| General expenses..... | 70,352 74 | 89,617 73 |
| Losses by accidents..... | 80,190 09 | 63,151 21 |
| Repairs of railway.. | 1,928,776 53 | 1,697,789 10 |
| " locomotives..... | 580,736 98 | 662,427 26 |
| " burden cars..... | 326,764 21 | 433,318 33 |
| " pass. cars..... | 166,822 99 | 117,598 56 |
| " stationery..... | 146,022 24 | 198,429 68 |
| " depots..... | 127,011 53 | 108,342 22 |
| " water stat'ns..... | 30,846 64 | 51,127 95 |
| " bridges..... | 199,027 55 | 175,203 71 |
| " telegraph..... | 10,918 74 | 15,429 22 |
| Fuel, preparing, etc..... | 820,893 25 | 863,557 26 |
| Cleaning engines and cars..... | 96,912 60 | 103,504 41 |
| Pumping water..... | 25,887 34 | 27,175 96 |
| Watching cuts, tunnels and bridges.. | 63,232 40 | 64,465 62 |
| Contingent expenses of machinery department..... | 7,083 39 | 8,068 85 |
| Total..... | \$5,906,887 68 | \$6,122,309 98 |
| Net earnings..... | \$4,006,502 81 | \$4,532,071 69 |

The ratio of expenses to earnings was in 1871, 59.58, and in 1872, 57.46, showing a decrease of 2.12 per cent.

It is shown that the earnings, in comparison with the fiscal year 1871, have increased \$741,081

13, and the working expenses \$215,512 25, making a comparative increase in the net profits of \$525,508 88. Compared with the fiscal year 1870, the increase of earnings being \$2,226,743 46, and of working expenses \$668,989 93, the increase of net profits amounts to \$1,557,803 53.

During the fiscal year, the sinking fund for the redemption of the city loan increased to \$1,449,553 20, showing a gain of \$95,236 53.

Under the action of the sinking fund for the redemption of the £800,000 sterling loan, £34,000 of those bonds have been purchased in London and cancelled, thus, at \$4 84 per pound sterling, reducing that debt, \$164,560, and showing a gain during the fiscal year of £16,500, equivalent at \$4.84 per pound sterling, to \$31,312.

A dividend of 4 per cent. upon the capital stock was paid on the 1st of November, 1871, and on the 1st of May 1872, a dividend of 5 per cent. The United States tax thereon was also paid by the Company.

The liabilities of the company, compared with the statement of September 30th, 1871, have increased as follows: Preferred stock, second series, 6 per cent. currency, \$23,000; sterling loan, redeemable in 1902, £300,000 at \$4.84 gold \$1,452,000—total, \$1,475,000.

The profit and loss account shows an increase for the past year of \$2,905,537 03.

It will be seen by this account that the surplus fund, which represents capital derived from earnings invested in the various branch and connecting roads, and the great improvements that have been continuously constructed on the main line, and which is not represented by stock or bonds, now amounts to \$26,152,269 36.

The rapid increase of this fund arises from the fact that the immense sums embraced in this account have been invested in engines, cars, machinery, buildings, bridges, double track, in connecting roads and for their increased equipment, etc. These investments perform the triple function, first, of enlarging the traffic and facilities of the company upon its Main Stem; second, of controlling large additional business from great territories and many States over its entire system of roads; and, third, of furnishing a capital, the interest on and earnings of which, not being otherwise used or divided, are added directly to the surplus fund.

The continued pursuit of the policy of making relatively limited dividends and using its additional earnings for the purposes stated, has provided the means, without sacrifice or undue pressure for capital upon the interests with which the company is connected, to aid and carry out various and important enterprises which are largely increasing the prosperity and wealth of numerous and great communities and assisting materially the progress and power of the country.

It is shown by the report of the transportation department that there has been a large expansion of tonnage of through merchandise, East and West, viz: from 435,207 tons in the preceding year, to 557,609 tons.

The traffic in live stock and lumber has also largely increased.

The coal trade shows an aggregate of 2,068,683 tons, which includes 407,424 tons for the company's supply.

It will be seen that the passenger business exhibits a marked and very satisfactory increase.

The splendid new equipment, the superior hotels being erected, and the general improvements upon the Baltimore and Ohio Road, with its additional, excellent and short connections, especially with the National Capital and Baltimore, will, it is reasonably anticipated, attract a much larger travel upon its lines.

Statement of profit and loss for the years ending September 30:

| | 1871. | 1872. |
|---|-----------------|-----------------|
| Balance from previous year..... | \$21,375,050 73 | \$23,246,732 33 |
| Net earnings..... | 4,006,502 81 | 4,532,071 69 |
| Dividends upon Washington Br. stock owned by the Main Stem... | 102,780 00 | 102,780 00 |
| Increment from the sinking fund.... | 76,937 58 | 95,236 53 |
| House rents..... | 15,789 57 | 15,321 86 |
| | \$25,577,010 69 | \$27,992,142 41 |
| Dividends on stock | \$1,051,448 00 | \$1,182,879 00 |
| Interest and taxes. | 432,447 24 | 283,132 80 |
| Ground rents..... | 26,532 95 | 29,436 72 |
| Central Ohio Division..... | 136,583 91 | 175,543 08 |
| Lake Erie Division. | 76,492 98 | 77,691 65 |
| Rent of Winchester & Potomac R. R. | 27,000 00 | 27,000 00 |
| Rent of Washington County Railroad. | 58,960 00 | 58,960 80 |
| Estimated loss on steamships..... | 500,000 00 | ..... |
| Rent of Winchester & Strasburg R.R. | 5,229 00 | 5,229 00 |
| Wheeling, Pittsburg & Baltimore R.R. | 15,583 48 | ..... |
| Balance..... | 23,246,732 33 | 26,152,269 36 |
| | \$25,577,010 69 | \$27,992,142 41 |

Statement of the liabilities and assets of the Baltimore and Ohio Railroad Company, September 30, 1872:

| LIABILITIES. | |
|---|-----------------|
| Stock | \$13,143,300 00 |
| Stock scrip not funded..... | 8,662 00 |
| Preferred stock, six per cent..... | 3,552,800 00 |
| Loan redeemable in 1875, with coupons payable in Jan. and July.. | 863,250 00 |
| Loan redeemable in 1880, with coupons payable in Jan. and July.. | 579,500 00 |
| Loan redeemable in 1885, with coupons payable in April and Oct.. | 1,710,500 00 |
| City Loan..... | \$5,000,000 00 |
| Less sinking fund in charge of the City of Baltimore..... | 1,449,553 20 |
| | 3,550,446 80 |
| Sterling loan redeemable in 1895, coupons payable in March and Sept., £800,000 at \$4.84 gold | \$3,872,000 00 |
| Less for sinking fund £34,000 (paid and cancelled) at \$4.84 gold | 164,560 00 |
| | 3,707,440 00 |
| Sterling loan redeemable in 1902, coupons payable in March and Sept., £2,000,000. Amount issued on account of this loan £300,000 at \$4.84 gold | 1,452,000 00 |
| Bonds of the Northwestern Virginia R. R. Co., guaranteed by the Baltimore and Ohio R. R. Co., of which the payment, principal and interest, has been assumed by the Baltimore and Ohio R. R. Co., under contract of July 18, 1864, viz: Second mort. endorsed bonds, payable Jan. 1st, 1873, originally \$1,000,000, reduced to | 453,500 00 |
| Third mort. endorsed bonds, originally \$500,000, reduced to | 140,000 00 |
| Unclaimed dues | 58,512 70 |
| Washington Branch road | 642,299 68 |
| Profit and loss..... | 26,152,269 36 |
| | \$56,014,480 44 |

ASSETS.

| | |
|--|-----------------|
| Cost of road | \$20,062,794 35 |
| Second track | 4,032,745 86 |
| Rolling power..... | 7,995,850 87 |
| Real estate..... | 1,839,638 82 |
| Ohio River Bridges at Benwood and Parkersburg | 2,380,533 34 |
| Metropolitan Branch Railroad..... | 2,855,043 67 |
| | \$39,166,606 91 |
| Central Ohio first mortgage bonds. | 699,246 67 |
| Stock of the Central Ohio Railroad Co., as re-organized | 424,822 88 |
| Stock and bonds of the Pittsburg and Connellsville R. R. Co..... | 248,123 23 |
| Preferred stock of the Parkersburg Branch R. R. Co..... | 5,680,684 94 |
| Stock and bonds, including those of Municipal, Railroad and Steamship Corporations..... | 2,587,558 47 |
| Mortgage bonds of the Marietta and Cincinnati R. R. Co., as re-organized..... | 1,400,000 00 |
| Stock of the Washington County R. R. Co..... | 763,280 00 |
| Stock and debt of the Winchester and Strasburg R. R. Co..... | 591,816 19 |
| Stock of the Washington Branch.. | 1,027,800 00 |
| Sinking fund for the redemption of the ground rents on Camden Station | 101,191 66 |
| Uncollected revenue..... | 687,542 58 |
| Materials on hand in the machinery department | 477,368 63 |
| Road department—materials on hand | 332,318 03 |
| Balance of outstanding accounts and loans after deducting obligations..... | 1,792,015 13 |
| Treasurer—Balance on hand in the Treasury, after payment of \$126,315 for interest on the Bonds of the Co., which matures October 1st, 1872..... | 34,105 22 |
| | \$56,014,480 54 |

WASHINGTON BRANCH.

Statement of earnings and expenses for the years ending September 30:

| | 1871. | 1872. |
|------------------------|--------------|--------------|
| Earnings: | | |
| Passengers..... | \$329,823 79 | \$363,124 00 |
| Tonnage | 97,755 63 | 117,521 04 |
| Total..... | \$427,579 42 | \$480,645 04 |
| Expenses: | | |
| Repairs of railway.... | \$126,296 96 | \$128,253 27 |
| “ depots..... | 12,878 96 | 5,528 88 |
| “ water stations.. | 5,116 44 | 650 10 |
| “ bridges | 15,067 01 | 5,579 55 |
| Pumping water..... | 4,051 68 | 4,898 23 |
| Total..... | \$163,411 05 | \$144,910 03 |
| Net earnings | \$264,168 37 | \$335,735 01 |

The earnings of 1872 show an increase as compared with those of the previous year of \$53,065 62; the expenditures charged are \$18,502 02 less—showing an increased gain of \$71,566 64.

A dividend of five per cent. was paid on the 16th of October, 1871, and a similar dividend on the 17th of April, 1872.

During the year 711 tons of steel were substituted for iron rails; 93 tons of new rails and 33,787 cross ties were also used.

Statement of profit and loss for the years ending September 30:

| | 1871. | 1872. |
|-------------------------|--------------|--------------|
| Balance from prev. yr.. | \$355,984 16 | \$452,700 09 |
| Net earnings | 264,168 37 | 335,735 01 |
| Total..... | \$620,152 53 | \$788,435 10 |

| | | |
|-------------------------------------|--------------|--------------|
| Dividends on stock.... | \$165,000 00 | \$165,000 00 |
| Internal revenue tax .. | 1,452 44 | 135 42 |
| Payment on account of annuity | 1,000 00 | 1,000 00 |
| Balance carried to next year | 452,700 09 | 622,299 68 |

Total.....\$620,152 53 \$788,335 10

Statement of the liabilities and assets of the Washington Branch, Sept. 30:

| Liabilities: | 1871. | 1872. |
|------------------------|----------------|----------------|
| Stock | \$1,650,000 00 | \$1,650,000 00 |
| Annuity (principal) .. | 20,000 00 | 20,000 00 |
| Profit and loss | 452,700 09 | 622,299 68 |
| | \$2,122,700 09 | \$2,292,299 68 |

Assets:

| | | |
|--|----------------|----------------|
| Road, real estate, etc. | \$1,650,000 00 | \$1,650,000 00 |
| Amount due by the B. & O. R. R. Co.... | 472,700 09 | 642,299 68 |
| | \$2,122,700 09 | \$2,292,299 68 |

PARKERSBURG BRANCH RAILROAD.

The following is a comparative statement of the earnings and expenses for the years ending September 30:

| Earnings: | 1871. | 1872. |
|-----------------|--------------|--------------|
| Passengers..... | \$150,022 58 | \$204,757 03 |
| Tonnage..... | 583,072 76 | 622,045 91 |
| Total..... | \$733,095 34 | \$826,802 94 |

Expenses:

| | | |
|-----------------------------|--------------|--------------|
| Transportation | \$148,979 28 | \$190,515 16 |
| Repairs of railway | 368,349 92 | 280,443 19 |
| " water stations.. | 6,070 21 | 8,888 28 |
| " telegraph..... | 1,179 89 | 9,575 56 |
| " stationary machinery..... | 2,989 98 | 5,999 35 |
| " locomotives..... | 47,758 81 | 54,187 36 |
| " burden cars.... | 17,622 28 | 30,278 53 |
| " passenger cars.. | 4,484 81 | 4,056 36 |
| " bridges..... | 17,087 63 | 31,844 20 |
| " depots..... | 17,334 31 | 13,244 43 |
| Pumping water..... | 3,296 80 | 3,265 48 |
| Losses by accidents, etc. | 5,593 50 | 12,867 12 |
| Fuel, preparing, etc.... | 29,789 15 | 36,787 56 |
| General expenses..... | 2,569 62 | 3,022 09 |
| Cleaning engines & cars. | 7,949 65 | 7,770 02 |
| Contingent expenses ... | 22 16 | 56 18 |
| Taxes..... | 40,210 03 | 19,481 85 |

Total.....\$721,288 03 \$712,261 74
Net earnings.....\$11,807 31 \$114,541 20

It will be seen that the earnings were \$93,707 60 more than in 1871, while the expenses decreased \$9,026 29—showing an improved result compared with 1871, of \$102,733 89.

The aggregate earnings of the Main Stem, including the Winchester and Potomac, the Washington County, and the Winchester and Strasburg, Branches, and of the Washington Branch and Parkersburg Branch, for the years ending September 30, 1871 and 1872, were as follows:

| | 1871. | 1872. |
|---------------------|----------------|-----------------|
| Main Stem..... | \$9,913,390 49 | \$10,654,471 62 |
| Washington Branch.. | 427,579 42 | 480,645 04 |
| Parkersburg Branch | 733,095 34 | 826,802 94 |

Totals.....\$11,074,065 25 \$11,961,919 60

The aggregate expenses of operating and repairs were as follows:

| | 1871. | 1872. |
|---------------------|----------------|----------------|
| Main Stem..... | \$5,906,887 68 | \$6,122,399 93 |
| Washington Branch.. | 163,411 05 | 144,910 08 |
| Parkersburg Branch. | 721,288 03 | 712,261 74 |

Totals.....\$6,791,586 76 \$6,979,571 70

And the aggregate net earnings, after deducting the cost of operating and repairs, as follows:

| | 1871. | 1872. |
|---------------------|----------------|----------------|
| Main Stem..... | \$4,006,502 81 | \$4,532,071 69 |
| Washington Branch.. | 264,168 37 | 335,735 01 |
| Parkersburg Branch. | 11,807 31 | 114,541 20 |
| Totals..... | \$4,282,478 49 | \$4,982,347 90 |

—showing an increase in the gross earnings of \$887,854 35; with an increase in expenses of \$187,984 94—making the increase in net earnings \$699,869 41.

The earnings of the Central Ohio Division for the fiscal year were \$989,326 91, the expenses \$818,605 58, and the net earnings \$170,721 33.

The earnings of the Lake Erie Division for the same time were \$600,888 26, the expenses \$503,729 91, and the net earnings \$96,658 35.

The earnings of the Wheeling, Pittsburg and Baltimore Railroad were \$48,164 58, the expenses \$47,684 61, and the net earnings \$479 97.

The earnings of the Newark, Somerset and Straitsville Railroad, from May 20, 1872, were \$26,877 96, the expenses \$17,883 19, and the net earnings \$8,994 77.

The gross revenue of the Main Stem and Branches including the Central Ohio and Lake Erie Divisions, the Wheeling, Pittsburg and Baltimore Railroad, and the Newark, Somerset and Straitsville Railroad, is thus shown to be \$13,626,677 31, the expenses \$8,367,474 99, and the net earnings \$5,259,202 32. The aggregate working expenses were 61.4 per cent. of the whole gross revenues.

During the year 412,810 new cross ties, 9,804 tons of iron, and 9,118 tons of steel rails were used in repairing the tracks of the Main Stem; 33,787 cross ties, 93 tons new iron and 711 tons of steel rail on the Washington Branch; 82,286 cross ties and 1,577 tons of new rails on the Parkersburg Branch; 2,951 tons of new rails 1,467 re-rolled rails, and 9 tons steel rails on the Central Ohio Division; and 1,433 tons of new rails on the Lake Erie Division.

At the commencement of the fiscal year 1872 there were in service on the Main Stem and Branches 335 locomotives. During the year 48 first-class locomotives were purchased and built, making the total number at the close of the year 383—of these 72 were passenger and 311 freight locomotives; 343 were first-class, 33 second-class and 7 third-class. On the Central Ohio Division there were 31, and on the Lake Erie Division 9—making a total of 423.

The number of cars in service at the commencement of the year was 6,480; to which there were added in 1872, 1,771—making the total at the close of the year, 8,251; of these 176 were passenger, 33 mail, baggage, etc., 1 post-office, 1 pay, 9 officers', 6 palace, 1 compartment, 6 sleeping, and 8,018 tonnage, stock, coal and other cars. There were also on the Central Ohio Division 20 passenger, 8 mail, etc., and 349 freight cars, and on the Lake Erie division 10 passenger, 9 mail, etc., and 212 freight cars—making a total of 8,859.

The mileage of engines in 1871 and 1872 was as follows:

| | 1871. | 1872. |
|------------------------|-----------|------------|
| Main Stem..... | 7,851,264 | 9,172,997 |
| Washington Branch.... | 449,975 | 476,800 |
| Parkersburg Branch.... | 836,347 | 1,003,407 |
| Total..... | 9,137,586 | 10,653,204 |

The policy adopted for the development of the coal trade continues to exhibit desirable results. The establishment and maintenance of low uniform rates, enabling consumers to rely upon their supplies being furnished throughout the year at prices which will not be affected by changes in the charge of transportation, continue to cause a general and large demand. The tariff of the Baltimore and Ohio road for coal has continued, summer, and winter, without alteration, for nearly five years. The company has uniformly declined to enter into any combinations to obtain advanced rates, and proposes to continue this liberal and useful policy. The enhanced prices of coal in England have caused various interests in the East and West Indies and South American to make arrangements for supplies for lines of steamers, and for other purposes, from the port of Baltimore—their action being based upon information that the tariff of this company would not be advanced during the approaching winter. In order to furnish the facilities which the enlarged consumption of the excellent coals upon the line of the Baltimore and Ohio road will probably demand, it has been determined to construct a further addition of five hundred hoppers, of eleven tons capacity each, exclusively for this trade.

Arrangements are also being made for the construction and purchase of important additions to the power and equipment for the general traffic.

It will be seen that 9,118 tons of steel rails have been used during the past year upon the main stem. 256 miles of the road are now laid with this durable and safe material. Contracts have been made for sixteen thousand tons, to be laid during the next year. The greatly increased cost of the large quantity of steel thus used in substitution for iron rails, has been charged to the repair account.

The rapid increase in the traffic of the road requires a constant increase of its facilities in all the working departments. During the year, nine miles of track have been laid in the yards and stations of the company, and work upon the double track has been vigorously prosecuted. Fifteen miles of second track have been laid during the year. This great improvement has been completed between Piedmont and Baltimore, and between Piedmont and Grafton thirty miles have been constructed, and the work on the remainder is being prosecuted so as to perfect this entire distance at an early period.

In order to meet the expected continuous increase of the coal trade, arrangements are now being made for the construction of a third track from the coal regions Eastward. This important improvement will not only greatly facilitate the tonnage, but materially aid in the development of the largely increased passenger business of the road.

In order to prosecute the various works in which the company has been engaged, and to furnish means for the additional lines which it has determined to construct at an early day, the board decided to issue a mortgage loan of £2,000,000, payable in 1902, and bearing six per cent. interest, payable semi-annually in London. A sinking fund has been established for this loan of £24,000 per year, under the action of which, it is expected that these bonds will be redeemed and cancelled prior to their maturity. £200,000 of this loan have been promptly and satisfactorily negotiated through Messrs. Baring Brothers & Co., and from the superior credit and deservedly strong position of the securities of the Baltimore and Ohio Company in Europe, the remainder can doubtless be negotiated as may suit its convenience and requirements on satisfactory terms.

The rapid enlargement of the business of the company at its Marine Station on Locust Point caused additional space and facilities there to be desirable. The large property extending from the line previously owned by the Baltimore and Ohio Company to the property of the United States, (Fort McHenry,) has been obtained at a value of \$200,000. The necessities of the commerce of the port, in connection with the business

of the road, demand additional piers and warehouses. It being also evident that the rapidly increasing grain trade of Baltimore cannot be accommodated by the elevator which has been successfully established during the past year, the capacity of which is 500,000 bushels, it has been determined to erect a second structure with the capacity of 1,000,000 bushels. The additional property acquired will enable the company to proceed promptly with the construction of these needed improvements.

METROPOLITAN BRANCH RAILROAD.

Unexpected delays, arising chiefly from unusual sickness among the workmen upon a portion of the line, have occurred in the completion of the Metropolitan Branch Road. The entire line from Point of Rocks to Washington is so nearly finished, (including the heavy masonry at the Monocacy River and other points upon the road,) that its early opening may now be safely anticipated. The through passenger service between the West and Washington and Baltimore can then be performed by this direct and excellent line, so that the double-track road between Point of Rocks and Baltimore can be used without interference by passenger trains with the enormous and increasing tonnage business of the company.

The capital invested in the Metropolitan Branch Road, at the close of the fiscal year, amounted to \$2,855,043 67.

PITTSBURGH, WASHINGTON AND BALTIMORE R. R.

Heavy expenditures have been continuously required on this road to place it in effective working condition. Large additions of engines and cars have also been necessary for its service. Its condition has therefore required constant and large financial aid. The continued expansion of its traffic justifies the expectation that, whilst it must always materially advance the business interests of Baltimore and Pittsburgh, this road will, by the persistent pursuit of a liberal policy, ultimately become a remunerative investment.

BALTIMORE, PITTSBURGH AND CHICAGO RAILROAD.

The pressure of trade from the Northwest has constantly shown the desirableness and necessity of a line of railway entirely under the control of the Baltimore and Ohio road, from Chicago and through the extensive and fertile intermediate regions to Baltimore. For the purpose of effecting this connection, with the least practicable delay, it has been determined to construct the road from a point about 90 miles north of Newark, on the Lake Erie division, to Chicago, a distance of 260 miles. The line has been located with low grades, and is singularly direct. It is expected that the entire road will be placed under construction within a brief period, and thus, through this extension, in connection with the Lake Erie and Central Ohio divisions and the Baltimore and Ohio road, an admirable, economical and effective line from Chicago, but 811 miles to Baltimore, and by the Metropolitan Branch, but 784 miles to the city of Washington, can be built and in use within eighteen months.

The point of divergence of this road from the Lake Erie division has also been selected as the proper location for the junction of the proposed line from Pittsburgh, so that the traffic of the Main Stem and of the Pittsburgh, Washington and Baltimore Railroad and between Wheeling and Pittsburgh, and Chicago and the Northwest, will ultimately be concentrated upon this route.

NEWARK, SOMERSET AND STRAITSVILLE RAILROAD.

This road extends from Newark, in Licking county, Ohio, the junction of the Lake Erie and Central Ohio divisions of the Baltimore and Ohio Road, directly south, through Licking and Perry counties, 44 miles, to the coal mines of Shawnee valley. The superior character and extent of this coal region, and the large demand for these coals upon our lines through the West and Northwest, caused this road to be desirable as a part of the Western system of this Company.

On the 1st day of January, 1872, an agreement was made between the Newark, Somerset and Straitsville Railroad Company and the Sandusky,

Mansfield and Newark Railroad Company, as reorganized, for the lease of the road of the former by the latter Company, under the guarantee of the Baltimore and Ohio Railroad Company. Under this contract the working and management of the Newark, Somerset and Straitsville Railroad were transferred to the Baltimore and Ohio Company on the 20th day of May last.

In consideration of the permanent character of this contract, the articles of agreement between the Newark, Somerset and Straitsville, the Sandusky, Mansfield and Newark, and the Baltimore and Ohio Railroad Companies, are appended to this report.

The successful management of the constantly-enlarging business of the Company again requires the expression by the Board of their appreciation of the faithful and efficient services of the officers and employees of the company in all the departments of the service.

Montpelier and Wells River Railroad.

The regular annual meeting of the stockholders of this company was held at Montpelier on the 6th inst., a large majority of the stockholders being present.

The meeting was called to order by the president of the company, Hon. Roderick Richardson, and Joel Foster, esq., officiated as secretary. The report of the treasurer, Hon. John A. Page, was read and accepted. The report stated that the financial matters of the corporation had been finally adjusted on a very satisfactory basis and hereafter the work of construction would go on without the slightest embarrassment, as there was plenty of funds now provided whereby to put the road in thorough running order.

The report of Charles Walker, esq., chief engineer of the company, was read, from which it appears that the construction of the road was begun by N. C. Munson, esq., of Boston, November 1, 1870, the terms of his contract allowing two years for the completion of the same. Over one thousand workmen were employed, and the work progressed with great rapidity until during October, 1871, when by some mismanagement the funds of the company gave out and Mr. Munson immediately reduced the working force on the grading and masonry, and intimated that the affairs would have to be brought to a settlement on some certain basis in order to have the work pushed forward so as to comply with the two years' clause in the contract. On account of the non compliance of the management with this request, and from the fact that the subscriptions to the stock came in slowly, the working force was kept by Mr. Munson down to a small figure, the work going on in a slow way, and therefore the road was not finished within the appointed time. The line of the road is thirty-eight miles long, the grading, the masonry, and bridging on which is now about finished; there are one or two small rock cuts yet to be finished, but this will consume but very little time, and the road will then be ready for the iron, of which three miles have been laid at the Montpelier end. Nothing can be done at present at track-laying, the snow being quite deep in this part of Vermont, but the work in this particular will be resumed during the coming spring. At the conclusion of the engineer's report the report of the directors was taken up and a long and sometimes, it was thought by many, a warm personal discussion followed, which lasted four hours, when a motion was made to proceed to a stock vote for a board of directors for the ensuing year.

A large vote was cast, and the following are the names of the new directors, the first five being of the old board: James G. French, Joel Foster, jr., C. H. Heath, James W. Brock, S. C. Shurtleff, George Wooster, I. N. Hall, George B. Fessenden, C. M. Weeks.

At a subsequent meeting of the new board of directors, the Hon. I. N. Hall of Groton, Vt. was unanimously elected president; the Hon. Charles H. Heath, vice-president, and Joel Foster clerk of

the corporation. James G. French was elected construction agent and general manager of the line on behalf of the company.

The triumphant party in the election were jubilant over the result, and now there seems to be complete unanimity among the directors in regard to the policy to be pursued during the ensuing year. The directors fully indorse the manner in which Mr. Munson has acted, and pledge him their support. The money for the completion of the road has been secured, and during the coming summer it is confidently expected that this link between the Vermont Central Railroad on the west and the Passumpsic River and the Connecticut River railroads and Boston, Concord and Montreal Railroad on the east, and which is to form, as will be seen at a glance, a very valuable adjunct to the summer and all northern travel, will be completed and in fine running order. As soon as spring opens Mr. Munson announces it as his determination to greatly increase the working force and thereby facilitate the arrival of the long hoped for opening celebration.

Cleveland and Pittsburg Railroad.

At the annual meeting of the stockholders of this company, held in Cleveland on the 2d inst., the following board of directors was elected for the ensuing year: J. N. McCullough, B. F. Jones, George W. Cass, Wm. Thaw, Pittsburg; Thos. A. Scott, George B. Roberts, Philadelphia; Jay Gould, Henry N. Smith, Wm. Hoge, Charles Lanier, New York; R. P. Ranney, J. V. Painter, Cleveland.

General J. N. McCullough, President, submitted his annual report. The statement is made that good progress has been made during the year in adjusting unsettled business, dating prior to the lease of the road, \$88,522 27 having been expended for this purpose, against which there were receipts to the amount of \$23,161 67 from coupons collected from mortgage bonds entered in settlement of accounts, etc. It is believed that no considerable amount of this class of liabilities now remain unsettled. Owing to the slow processes of litigation but few cases pending in the courts have been brought to final issue, and the aggregate of such claims against the company remain substantially as reported last year. Nearly all the old capital stock has, during the year past, been transferred into the new seven per cent. guaranteed stock, at the increase authorized by the stockholders at their meeting November 21, 1871, and set forth in the lease of the road to the Pennsylvania Railroad Company. The report then states:

"The management of the road and its business by the lessee during the past year, has been entirely satisfactory, the roadway, equipment and structures all having been fully maintained as to ordinary repairs, besides a large outlay for increased equipment and facilities demanded by the growing traffic. The total amount expended for this purpose, was \$680,765 26, of which \$138,837 52 was for work previously authorized and in progress when the road was leased."

The guaranteed income account showed that the total receipts from the Pennsylvania Railroad Company, for annual rental, interest and sinking fund, were \$1,030,121 25, and the disbursements \$1,028,152 99, leaving an unexpended balance of \$1,968 26. The report concluded with the following gratifying assurances:

"Our bondholders can rely with confidence upon receiving the interest upon their bonds as it becomes due, and our shareholders their quarterly dividends, clear of all taxes, as they become due, thus placing all our securities among the safest and best in the market."

Mexican Railway System—General Rosecrans' Project.

An extra of *The Two Republics*, an American newspaper published in the City of Mexico, dated November 23, contains an address of several columns in length, of J. de J. Cuevas, in favor of the stupendous project which Gen. Rosecrans has laid before the Mexican authorities, for constructing an inter-oceanic railway through the City of Mexico, with several branches. The address is translated from the *Voz de Mexico*, November 15, 1872. It makes the following statement of the project, to which is appended a copy of a telegram which we print first:

PHILADELPHIA, October 21, 1872.

PORTER C. BLISS, esq., Acting Minister of the United States, Mexico:

Please transmit the following dispatch immediately to President Lerdo:

"If the concession asked by Generals Palmer and Rosecrans becomes a law, money is ready and work of construction will begin immediately and be pushed vigorously." Signed, "Thomas A. Scott, S. M. Felton, G. M. Pullman, E. C. Knight, Asa Whitney, J. Jones, M. Baird, Edward Hoopes, James C. Parish, W. A. Bell, Robert H. Lauborn, D. E. Small, Geo. Morrison Coates, Thomas Wilson."

The thirteen signers of the above telegram, considered individually, represent millions of dollars. Each one is a president or member of the principal railway enterprises, both American and European, and together form one of the most active, experienced and wealthy railway companies in the world.

What does Gen. Rosecrans propose in his double character of grantee and representative of the capitalists that are to furnish the funds the enterprise demands? Taking as a basis the decree of the 17th of December, 1870, and bearing in mind the modifications solicited by Gen. Rosecrans, we will state in substance the whole project.

Gen. Rosecrans proposes to put the gulf in communication with the Pacific by means of a railway which is to cross our territory horizontally. The line will be, as it were, composed of two sections; that of the city of Mexico to the gulf, and the other from the same city to the Pacific. From the explorations and inquiries made already by the engineers of Gen. Rosecrans, it appears positively that the whole line is practicable, and that the present national traffic will suffice to pay the expenses, when opened to the public.

Work on Gen. Rosecrans' line is to commence upon the section from the capital to the Pacific. The plan and direction of this section have been almost fixed already. Starting from the City of Mexico, it will go to Toluca, Ixtlahuaca, Maravatio, Acambaro, Salvatierra and Irapuato. The company has not yet decided whether it will proceed to Guadalajara via Lagos, or by Penjamo, Piedad and La Barca. From Guadalajara the line will continue through Sayula, Zapotlan and Golima until it reaches Manzanillo. This is the section from Mexico to the Pacific. That which is to run from the capital to the gulf, and which is the least important, on account of the existence of the Vera Cruz line, has not been traced.

From the principal line, which is the one formed by the two sections above mentioned, first-class branches will be built to Queretaro, Guanajuato, Morelia, San Luis, Valle de Santiago, Morelos and Pachuca. Gen. Rosecrans will construct besides, second-class branches, in order to put in communication the most thriving towns, and he can likewise prolong one of his branches as far as the northern frontier.

The construction of the section from the capital to the Pacific will be performed and completed within four years. The construction of all the branches of the principal line, in four years also; in two years, the line of this section starting from the capital will reach Lagos. The section from the City of Mexico to some point on the gulf—

probably Tuxpan—has not as yet been traced, and therefore, the time it will take for its construction has not yet been fixed; but, judging by what the company asks for the completion of the Pacific section, it is to be supposed that it will take two years more. In ten years, then, will the whole system of railways thus far proposed by Gen. Rosecrans, be entirely finished and put in running order.

Gen. Rosecrans believes that, with the narrow gauge system, every kilometer of railway will cost thirty thousand dollars. He likewise believes that all the railways Mexico will have need of, as a moderate system, will measure 6,000 kilometers, which will cost, at the rate above mentioned, the sum of \$180,000,000.

A system of railways in the country would amount to that sum; but as Gen. Rosecrans does not propose to construct them, but merely the Inter-oceanic line with the principal branches already mentioned, although it is very difficult to fix with any degree of correctness the number of kilometers to be comprised by that line and its branches, starting from the certain point that the Inter-oceanic line will measure 900 kilometers, we think that this, together with branches proposed thus far by Gen. Rosecrans, will, taken altogether, measure some 2,200 kilometers, which is the length calculated by Mr. Zambrano in a work that he has lately published. Taking this as a basis, the line and branches that Gen. Rosecrans proposes to build will cost \$27,000,000 for the principal line, and \$39,000,000 for the branches, that is to say, a total cost of \$66,000,000.

Gen. Rosecrans asks as a subvention the sum of \$8,000 for every kilometer he constructs, if paid at once, and in specie, or \$10,000 in bonds, to be delivered to him every time he opens a line of one hundred kilometers for the use of the public. An interest of six per cent. will begin to accrue on these bonds from the month of January subsequent to this delivery. They will be amortized with two per cent., which will commence in the eleventh year from the year in which interest began to be paid on the bonds. Gen. Rosecrans wishes that eight per cent. of the import duties be assigned for the payment.

As the nation cannot pay the subvention at once, nor in specie, it is useless to consider it in that light. Mr. Zambrano has made the liquidation of what the subvention in bonds will amount to, in case the lines proposed by Gen. Rosecrans measure 2,200 kilometers, and the subvention be granted according to the terms we have explained. In this case bonds of the subvention would amount to \$16,000,000, and the interest up to the time of their inalienation \$33,220,000, which forms a total sum of \$49,120,000, which would be finally paid up in sixty-eight years.

Mr. Rosecrans asks, besides, that during twenty years the materials and goods necessary for the construction, preservation, running and administration of his lines, be exempted from the payment of duties, and that the capital invested in them be likewise exempt from taxation. In regard to freights and passage, Mr. Rosecrans proposes the following tariff: For tons of twenty quintals, for the first class, seven cents per kilometer; for the second class, five cents; and for the third class, three cents. For the conveyance of passengers, in first class, four cents per kilometer, and in the second class, three cents. This is the probable tariff, but is likely to undergo some alterations. Civil and military officers and government cargoes will be transported with a reduction of fifty per cent. of the tariff prices. The mail will be carried free.

From the time the whole inter-oceanic line is opened, and during fifty years thereafter, the grantee asks that the Mexican government shall not exact any duties whatever for the simple transportation of passengers, correspondence and merchandise from one end of the line to the other.

At least one-half of the engineers, employees and workmen to be occupied in the construction and running of the railway shall be Mexicans.

As a compensation for the exemption from all duties on all foreign merchandise transported

over the Inter-oceanic line, without remaining in the country, all national goods and products passing over that line, either from one point of the republic to another, or to be exported, shall enjoy a reduction of freight of 30 per cent. on the ordinary tariff.

This is, in substance, the project of Gen. Rosecrans. The details can be seen in the decree of the 18th of December, 1870, and in the report of the first committee on industry, dated July 4th, 1872.

THE INDIANA

AND

ILLINOIS CENTRAL

RAILWAY COMPANY'S

First Mortgage 7 per cent.

GOLD BONDS.

AN EAST AND WEST AIR LINE OF 152 MILES FROM INDIANAPOLIS, INDIANA, TO DECATUR, ILLINOIS, two of the largest railway centres in the West.

The WESTERN DIVISION (85 miles) of this important line, opening, for the first time, direct Western communication with the

BLOCK COAL FIELDS

of Indiana, will be completed and ready for business with an ample first-class freight and passenger equipment by FEBRUARY, 1873.

It traverses a populous and a highly cultivated district now without railway connections, and it is assured a profitable business from the start, in coal and farm products.

A large part of the cost of construction has been, and will in the end be, paid in cash by the stockholders and people on the line.

Bonds \$1,000 each, payable in 30 years, principal and interest in GOLD, FREE OF GOVERNMENT TAX.

Sinking Fund 2½ per cent. of gross earnings.

Whole issue \$3,500,000, of which those now selling are on COMPLETED ROAD.

For sale at 90 and accrued interest, by the Financial Agents of the Company (of whom pamphlets and information may be obtained).

Walker, Andrews & CO.,

No. 14 WALL ST., NEW YORK.

☞ The Arkadelphia (Ark.) Standard says that work on the Cairo and Fulton railroad commenced immediately at this place a few days since, and is progressing as rapidly as the weather will permit. Numbers of railroad hands pass our town daily, going on to the work west of here. Every prospect indicates the completion of the road by mid summer.

☞ The Cairo and Vincennes Railroad was formally opened on the 16th ult. This road extends, in a direct southwest line, from Vincennes, Ind., to Cairo, Ill., about 150 miles, connecting at the former place with the Indianapolis and Vincennes Railroad, making a direct line from Cairo to Indianapolis, a distance of 260 miles.

☞ At a meeting of the stockholders of the Cincinnati and Muskingum Valley Railroad, held in Zanesville on the 8th inst., the lease of that road to the Pittsburgh, Cincinnati and St. Louis Railroad Company was unanimously ratified.

☞ The Buffalo, Corry and Pittsburgh Railroad has been purchased by Col. Phillips of Pittsburgh, President of the Allegheny Valley and Oil Creek and Allegheny River Railroads.

RAILROAD EARNINGS—MONTHLY.

| Central Pacific (In gold): | January. | February. | March. | April. | May. | June. | July. | August. | September. | October. | November. | December. | Total. |
|---|----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|------------|-----------|-----------|-----------|------------|
| 1867..... | 38,169 | 51,881 | 90,029 | 81,156 | 95,828 | 121,702 | 174,812 | 181,297 | 200,550 | 212,109 | 128,166 | 76,871 | 1,470,653 |
| 1868..... | 64,463 | 86,937 | 81,396 | 96,481 | 106,885 | 164,729 | 259,590 | 251,832 | 262,770 | 299,422 | 286,562 | 342,743 | 2,809,767 |
| 1869..... | 212,604 | 218,982 | 391,308 | 485,048 | 568,270 | 556,080 | 532,657 | 511,854 | 609,788 | 679,642 | 535,369 | 467,659 | 5,670,882 |
| 1870..... | 413,104 | 394,176 | 488,332 | 683,768 | 768,720 | 729,274 | 783,100 | 807,816 | 787,184 | 828,447 | 777,513 | 583,692 | 7,995,116 |
| 1871..... | 536,499 | 485,490 | 614,447 | 720,929 | 892,341 | 795,178 | 869,297 | 1,006,373 | 995,922 | 981,006 | 897,234 | 672,358 | 9,467,072 |
| 1872..... | 634,480 | 545,487 | 863,050 | 951,200 | 1,221,625 | 1,222,140 | 1,175,295 | 1,283,297 | 1,332,220 | 1,375,425 | 1,299,900 | 1,007,125 | 13,900,128 |
| Chicago and Alton: | | | | | | | | | | | | | |
| 1866..... | 280,503 | 275,283 | 299,063 | 258,480 | 322,278 | 355,270 | 335,955 | 409,251 | 401,280 | 357,956 | 307,919 | 236,824 | 3,840,092 |
| 1867..... | 226,153 | 222,241 | 290,111 | 269,249 | 329,851 | 371,544 | 321,597 | 387,269 | 322,638 | 360,223 | 323,030 | 271,247 | 3,696,153 |
| 1868..... | 243,787 | 157,832 | 235,961 | 282,165 | 335,510 | 342,358 | 354,244 | 415,982 | 408,999 | 426,762 | 359,102 | 390,169 | 3,892,861 |
| 1869..... | 276,117 | 275,140 | 267,094 | 279,121 | 303,342 | 384,504 | 404,012 | 558,101 | 496,196 | 503,746 | 409,569 | 361,701 | 4,508,643 |
| 1870..... | 348,182 | 315,099 | 388,727 | 328,390 | 345,833 | 402,854 | 351,045 | 493,232 | 506,623 | 468,212 | 397,515 | 340,851 | 4,681,563 |
| 1871..... | 316,037 | 342,897 | 348,039 | 408,688 | 408,659 | 418,709 | 506,681 | 497,519 | 475,608 | 441,197 | 404,264 | 489,405 | 4,849,405 |
| 1872..... | 353,235 | 342,369 | 384,999 | 388,964 | 461,390 | 466,097 | 533,655 | 534,163 | 507,617 | 473,227 | 455,607 | 377,687 | 5,278,910 |
| 1872..... | 372,316 | 329,170 | 378,021 | 381,644 | 440,457 | 435,192 | 482,987 | 572,331 | 596,062 | 543,518 | 464,916 | 331,171 | ..... |
| Chicago and Northwestern: | | | | | | | | | | | | | |
| 1866..... | ..... | ..... | ..... | ..... | ..... | 806,100 | 281,334 | 296,169 | 473,186 | 551,122 | 435,945 | 407,688 | 2,811,544 |
| 1867..... | 273,876 | 317,839 | 390,355 | 421,363 | 468,390 | 565,145 | 480,710 | 519,306 | 669,065 | 729,759 | 716,378 | 568,400 | 6,114,596 |
| 1868..... | 541,006 | 482,164 | 499,296 | 468,358 | 585,623 | 747,942 | 702,691 | 767,508 | 946,707 | 932,683 | 754,071 | 647,842 | 7,976,460 |
| 1869..... | 523,566 | 399,917 | 523,845 | 537,519 | 585,948 | 925,983 | 808,524 | 797,475 | 1,000,086 | 1,200,216 | 1,010,892 | 712,559 | 9,299,430 |
| 1870..... | 626,147 | 574,604 | 706,398 | 774,280 | 895,712 | 865,658 | 888,214 | 1,063,237 | 1,448,942 | 1,541,057 | 1,211,530 | 879,900 | 11,632,739 |
| 1871..... | 724,890 | 807,478 | 850,192 | 1,094,597 | 1,211,150 | 1,180,933 | 1,076,674 | 1,261,940 | 1,507,479 | 1,570,067 | 1,107,084 | 1,001,987 | 13,384,471 |
| 1872..... | 890,083 | 880,287 | 1,142,166 | 1,112,190 | 1,268,444 | 1,251,951 | 1,157,056 | 1,037,974 | 1,305,673 | 1,271,780 | 1,140,145 | 845,708 | 13,555,467 |
| 1870..... | 706,025 | 765,782 | 888,359 | 929,077 | 1,177,897 | 1,139,284 | 1,034,393 | 1,227,513 | 1,259,282 | 1,306,338 | 1,037,964 | 773,494 | 12,203,408 |
| 1871..... | 655,428 | 602,482 | 774,984 | 787,641 | 1,094,101 | 952,899 | 851,846 | 1,099,337 | 1,281,574 | 1,047,318 | 1,006,285 | 582,422 | 11,208,293 |
| 1872..... | 774,856 | 714,122 | 846,394 | 900,376 | 1,074,779 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Cleveland, Col., Cin. and Indianapolis: | | | | | | | | | | | | | |
| 1866..... | 242,206 | 236,160 | 242,509 | 236,435 | 193,959 | 203,696 | 218,347 | 271,425 | 287,451 | 293,296 | 262,798 | 230,061 | 2,918,342 |
| 1867..... | 204,112 | 180,840 | 239,522 | 247,661 | 241,456 | 259,408 | 253,367 | 341,783 | 320,025 | 293,615 | 271,555 | 242,621 | 3,096,965 |
| 1868..... | 203,069 | 226,897 | 244,182 | 246,646 | 260,169 | 274,021 | 249,355 | 319,012 | 317,857 | 339,239 | 319,573 | 284,176 | 3,273,719 |
| 1869..... | 270,204 | 273,751 | 315,149 | 295,460 | 281,491 | 288,775 | 341,850 | 360,789 | 374,671 | 338,723 | 340,625 | 311,773 | 3,765,343 |
| 1872..... | 327,638 | 318,626 | 354,766 | 366,960 | 378,493 | ..... | 219,069 | 404,286 | ..... | 428,598 | 386,514 | 337,464 | ..... |
| Illinois Central: | | | | | | | | | | | | | |
| 1864..... | 327,900 | 416,588 | 459,762 | 423,797 | 406,373 | 510,100 | 423,578 | 640,179 | 799,236 | 661,391 | 657,141 | 603,402 | 6,329,447 |
| 1865..... | 517,536 | 528,972 | 616,665 | 616,608 | 607,573 | 617,682 | 578,403 | 747,469 | 739,736 | 641,589 | 643,887 | 518,088 | 7,181,208 |
| 1866..... | 603,063 | 505,266 | 505,465 | 411,605 | 569,250 | 567,679 | 480,626 | 578,253 | 671,348 | 661,971 | 588,219 | 504,066 | 6,546,741 |
| 1867..... | 647,120 | 584,871 | 417,071 | 440,271 | 477,027 | 516,493 | 525,242 | 709,327 | 738,590 | 823,901 | 727,810 | 613,329 | 7,160,992 |
| 1868..... | 587,443 | 536,165 | 444,443 | 518,800 | 572,551 | 626,249 | 549,714 | 794,325 | 889,997 | 931,530 | 885,401 | 681,041 | 7,817,629 |
| 1869..... | 559,138 | 624,693 | 709,645 | 568,282 | 610,975 | 778,261 | 696,228 | 841,363 | 979,401 | 914,406 | 814,413 | 696,677 | 8,823,482 |
| 1870..... | 623,383 | 661,789 | 601,326 | 555,087 | 684,539 | 712,647 | 627,216 | 899,052 | 901,235 | 903,225 | 811,708 | 697,751 | 8,678,958 |
| 1871..... | 624,744 | 529,617 | 563,598 | 620,228 | 713,162 | 718,722 | 707,992 | 836,041 | 890,287 | 753,184 | 755,436 | 658,131 | 8,401,142 |
| 1872..... | 642,466 | 527,068 | 572,176 | 547,988 | 636,373 | 641,410 | 616,080 | 763,256 | 759,907 | 863,746 | 631,332 | ..... | ..... |
| Marietta and Cincinnati: | | | | | | | | | | | | | |
| 1866..... | 90,411 | 85,447 | 84,351 | 81,181 | 96,388 | 103,373 | 98,043 | 106,921 | 104,866 | 113,504 | 112,952 | 123,802 | 1,261,239 |
| 1867..... | 94,136 | 78,976 | 92,910 | 92,768 | 96,535 | 106,594 | 114,716 | 121,217 | 142,823 | 132,387 | 123,383 | 127,713 | 1,278,713 |
| 1868..... | 92,433 | 81,599 | 98,482 | 108,461 | 95,416 | 95,924 | 108,413 | 126,556 | 121,519 | 125,065 | 119,169 | 121,408 | 1,294,095 |
| 1869..... | 98,517 | 91,696 | 103,558 | 109,526 | 111,033 | 118,648 | 114,496 | 129,388 | 140,473 | 132,869 | 131,019 | 109,629 | 1,390,822 |
| 1870..... | 90,177 | 98,275 | 101,379 | 106,246 | 110,213 | 111,117 | 111,127 | 118,407 | 132,998 | 163,531 | 144,023 | 141,376 | 1,418,869 |
| 1871..... | 130,883 | 126,224 | 140,740 | 119,610 | 115,115 | 118,572 | 127,341 | 160,191 | 175,438 | 172,567 | 169,820 | 1,690,714 | 1,690,714 |
| 1872..... | 152,577 | 142,408 | 160,784 | 145,858 | 158,717 | 154,587 | 149,550 | 162,521 | 191,841 | 208,977 | 207,911 | 204,193 | 2,629,927 |
| Michigan Central: | | | | | | | | | | | | | |
| 1866..... | 306,324 | 279,137 | 344,228 | 337,241 | 401,456 | 385,663 | 329,105 | 413,501 | 476,061 | 490,694 | 447,070 | 328,870 | 4,520,550 |
| 1867..... | 282,439 | 295,796 | 337,158 | 343,737 | 356,196 | 335,083 | 324,986 | 359,646 | 429,161 | 493,640 | 444,604 | 308,609 | 4,260,115 |
| 1868..... | 304,096 | 283,661 | 375,210 | 362,783 | 333,962 | 284,977 | 313,021 | 398,998 | 464,778 | 506,296 | 412,934 | 330,373 | 4,371,073 |
| 1869..... | 343,510 | 304,315 | 328,880 | 415,758 | 369,236 | 325,501 | 321,013 | 392,942 | 456,973 | 511,820 | 410,820 | 399,671 | 4,509,319 |
| 1870..... | 384,120 | 320,636 | 386,527 | 411,514 | 403,646 | 366,623 | 329,590 | 353,569 | 473,546 | 490,772 | 448,419 | 374,542 | 4,744,164 |
| 1871..... | 387,992 | 329,128 | 384,431 | 412,030 | 403,283 | 363,187 | 328,891 | 378,880 | 487,990 | 511,447 | 453,873 | 387,827 | 4,755,968 |
| 1872..... | 418,765 | 442,665 | 441,685 | 470,703 | 480,847 | 427,090 | 422,515 | 529,890 | 628,660 | 582,802 | 533,506 | ..... | ..... |
| 1872..... | 506,586 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Milwaukee and St. Paul: | | | | | | | | | | | | | |
| 1867..... | 319,763 | 240,755 | 261,143 | 316,266 | 401,900 | 369,356 | 365,412 | 350,565 | 751,738 | 1,101,771 | 775,616 | 438,323 | 6,683,608 |
| 1868..... | 369,225 | 321,203 | 333,508 | 430,412 | 565,718 | 458,191 | 423,399 | 522,682 | 1,024,045 | 1,037,464 | 569,917 | 468,880 | 6,517,646 |
| 1869..... | 450,590 | 330,400 | 420,961 | 490,288 | 630,844 | 678,923 | 566,531 | 525,547 | 724,732 | 1,040,102 | 801,195 | 496,569 | 7,250,999 |
| 1870..... | 396,171 | 382,823 | 377,671 | 443,132 | 730,701 | 755,737 | 638,434 | 661,020 | 808,318 | 908,813 | 791,014 | 529,765 | 7,420,421 |
| 1871..... | 396,760 | 327,431 | 400,149 | 483,884 | 692,368 | 658,017 | 451,113 | 506,557 | 815,345 | 841,160 | 644,625 | 473,235 | 6,980,695 |
| 1872..... | 400,985 | 387,525 | 420,192 | 474,185 | 580,432 | 594,901 | 498,348 | 565,729 | 811,961 | 950,945 | 792,858 | 513,787 | ..... |
| Ohio and Mississippi: | | | | | | | | | | | | | |
| 1864..... | 210,329 | 290,466 | 309,261 | 260,444 | 284,963 | 223,242 | 268,177 | 302,596 | 332,400 | 278,066 | 346,243 | 275,950 | 3,311,077 |
| 1865..... | 259,223 | 239,139 | 313,914 | 271,627 | 290,916 | 304,463 | 349,285 | 344,700 | 350,348 | 372,618 | 41 | | |

CITY PASSENGER RAILROAD SHARE AND BOND LIST

HORSE PASSENGER RAILROAD SHARE LIST

PASSENGER RAILROAD BONDS.

| Years ending. | Length, track equiv. single. | Horses and Dummers. | Cars. | COMPANIES. | Cost of Road and Equipment. | Share Capital. | Indebtedness. | | Earnings. | | Dividends on paid Capital. | | Value of Shares. | | | COMPANIES. | Amount out- standing. | Inter. st. Rate. | Pay- able. | Principal Payable. | Market Price. |
|---------------|---------------------------------|------------------------|-------|------------------------------------|--------------------------------|----------------|-----------------|-------------------|-----------------|---------|-------------------------------|------|---------------------|---------|---------------------------------|------------|-----------------------------|---------------------|---------------|-----------------------|------------------|
| | | | | | | | Bonded Debt. | Floating Debt. | Gross. | Net. | Paid. | Par. | Paid. | Market. | | | | | | | |
| Sept. 30, '71 | 7.25 | 102 | 16 | Albany.....N.Y. | 157,800 | 111,400 | 40,000 | | 63,640 | 16,449 | 10 | 100 | 100 | | Albany: | | | | | | |
| Sept. 30, '71 | 1.04 | | | Albany st. Freight (B'ton).Mass. | 48,709 | 75,000 | | | 2,856 | 657 | | 100 | 100 | | 1st Mortgage..... | 40,000 | 7 | J. & J. | 1883 | .... |  |
| Oct. 31, '71 | 7.25 | 12 | | Allentown.....Pa. | 31,452 | 192,750 | | | 10,801 | 2,985 | | 100 | 100 | | Bleecker St. & Fulton Ferry: | | | | | | |
| Sept. 30, '71 | 11.83 | | | Avenue C (N. Y. City).....N. Y. | 513,286 | 500,000 | 681,000 | 163,841 | 161,424 | 11,753 | | 100 | 100 | | 1st Mortgage..... | 694,000 | 7 | J. & J. | 1880 | .... |  |
| Sept. 30, '71 | 22.00 | 440 | 56 | Bleeck st. & F.F. (N.Y.C.)N.Y. | 1,775,049 | 900,000 | 694,000 | 11,282 | 302,393 | 69,480 | | 100 | 100 | | Broadway (Brooklyn): | | | | | | |
| Sept. 30, '71 | 4.63 | | | Boston and Chelsea.....Mass. | 110,000 | 110,000 | | | 8,900 | 7,359 | 6.8 | 100 | 100 | | 1st Mortgage..... | 100,000 | 7 | J. & J. | 1881 | .... |  |
| Sept. 30, '71 | 1.25 | | | Boston & West Roxbury.....Mass. | 56,133 | 41,000 | | | 2,500 | 2,348 | | 100 | 100 | | Broadway and 7th Avenue: | | | | | | |
| Sept. 30, '71 | 10.76 | 276 | 62 | Broadway (Brooklyn).....N.Y. | 309,000 | 200,000 | 100,000 | 9,859 | 143,794 | 25,445 | 9 | 100 | 100 | | 1st Mortgage..... | 600,000 | 7 | J. & D. | 1884 | .... |  |
| Sept. 30, '71 | 10.35 | 776 | 109 | B'way & 7th Av. (N.Y.C.)N.Y. | 3,632,053 | 1,600,000 | 1,600,000 | 13,559 | 775,190 | 235,915 | 3 | 100 | 100 | | Brooklyn City: | | | | | | |
| Sept. 30, '71 | 7.00 | | 28 | Brooklyn, Bath & Coney L.N.Y. | 212,379 | 180,000 | 80,000 | | 41,166 | 8,501 | | 100 | 100 | | 1st Mortgage..... | 300,000 | 7 | J. & J. | 1872 | .... |  |
| Sept. 30, '71 | 72.00 | 1479 | 297 | Brooklyn City.....N.Y. | 2,082,804 | 1,500,000 | 300,000 | 123,000 | 1,330,241 | 293,274 | 12 | 100 | 100 | | Brooklyn City & Newtown: | | | | | | |
| Sept. 30, '71 | 15.50 | 194 | 42 | Brooklyn City & Newtown.N.Y. | 636,730 | 400,000 | 200,000 | 8,829 | 164,737 | 34,200 | | 100 | 100 | | 1st Mortgage..... | 25,000 | 7 | J. & J. | 1881 | .... |  |
| Sept. 30, '71 | 19.83 | | | B'klyn. City, Hun. P. & P.N.Y. | 616,730 | 300,000 | 300,000 | 29,197 | 154,768 | 40,685 | | 100 | 100 | | Br'klyn City & Pros. Park: | | | | | | |
| Sept. 30, '71 | 15.20 | 201 | 69 | Buffalo street.....N.Y. | 429,557 | 377,000 | 73,000 | 19,257 | 183,932 | 23,518 | | 100 | 100 | | 1st Mortgage..... | 300,000 | 7 | M. & N. | 1878 | .... |  |
| Sept. 30, '71 | 11.50 | 92 | 17 | Bushwick (Brooklyn).....N.Y. | 324,012 | 202,000 | 52,000 | 2,018 | 81,514 | 8,092 | | 100 | 100 | | Cambridge (Boston): | | | | | | |
| Sept. 30, '71 | 35.51 | 20 | | Cambridge (Boston).....Mass. | 740,904 | 740,000 | 150,000 | | 69,091 | 69,091 | 13.5 | 100 | 100 | | 1st Mortgage sinking fund | 150,000 | 6 | J. & J. | 1881 | .... |  |
| Sept. 30, '71 | 1.74 | | | Central City (Syracuse).....N.Y. | 29,006 | 21,130 | 6,000 | | 19,524 | 7,475 | 20.0 | 100 | 100 | | Central Park, N. & E. River: | | | | | | |
| Sept. 30, '71 | 40.00 | 802 | 142 | Cen. P. & N.E.R. (N.Y.C.)N.Y. | 1,629,176 | 1,068,400 | 626,000 | 88,746 | 590,245 | 13,153 | | 100 | 100 | | 1st Mortgage..... | 550,000 | 7 | F. & A. | 1882 | .... |  |
| Sept. 30, '71 | 7.25 | 352 | 43 | Citizens' (Phila.).....Pa. | 212,820 | 192,750 | | | 313,002 | 94,494 | 27.7 | 50 | 194 | | 2d Mortgage..... | 200,000 | 7 | M. & N. | 1890 | .... |  |
| Oct. 31, '71 | 8.83 | 170 | 33 | Citizens' (Pittsburg).....Pa. | 249,895 | 184,000 | 50,000 | 7,700 | 107,771 | 60,987 | 22.0 | 50 | 46 | | Citizens' (Pbg.): | | | | | | |
| Oct. 31, '71 | 14.83 | 222 | 31 | Coney Island (Brooklyn).....N.Y. | 647,363 | 500,000 | 215,000 | 49,693 | 160,178 | 14,667 | | 100 | 100 | | 1st Mortgage..... | 50,000 | 7 | J. & J. | 1879 | .... |  |
| Sept. 30, '71 | 10.36 | 834 | 116 | Dry Dock, E.B. & B. (N.Y.C.)N.Y. | 937,943 | 1,200,000 | 700,000 | | 698,241 | 179,551 | | 100 | 100 | | Coney Island & Brooklyn: | | | | | | |
| Sept. 30, '71 | 11.75 | 31 | 3 | East New York & Jamaica.N.Y. | 259,668 | 175,800 | 82,700 | 1,632 | 26,554 | 5,460 | | 100 | 100 | | 1st Mortgage..... | 215,000 | 7 | J. & J. | 1873 | .... |  |
| Oct. 31, '71 | 1.63 | 13 | 3 | Easton and S. Easton.....Pa. | 25,962 | 29,562 | | | 9,757 | 2,658 | 5 | 25 | 25 | | D. Dock, E. Bdw. & Battery: | | | | | | |
| Sept. 30, '71 | 18.00 | 877 | 169 | Eighth Avenue (N.Y. City)N.Y. | 1,569,134 | 1,000,000 | 203,000 | 35,000 | 702,672 | 154,662 | 12 | 100 | 100 | | 1st Mortgage..... | 700,000 | 7 | M. & S. | '74 | .... |  |
| Oct. 31, '71 | 5.25 | | | Elmira and Horseheads.....N.Y. | 43,000 | 22,500 | | 3,200 | (Not in opera.) | | | 100 | 100 | | Eighth Avenue (N. Y.): | | | | | | |
| Oct. 31, '71 | 2.20 | 20 | 6 | Erie City.....Pa. | 36,967 | 19,807 | 20,458 | | 14,371 | 3,268 | | 50 | 42 | | 1st Mortgage..... | 203,000 | 7 | J. & J. | 1881 | .... |  |
| Oct. 31, '71 | 5.00 | 72 | 13 | Federal St. & Pl. Val. (Pbg.)Pa. | 93,000 | 68,000 | 25,000 | | 41,167 | 7,504 | 25 | 25 | 25 | | 42d st. & G'd st. Ferry (N.Y.): | | | | | | |
| Oct. 31, '71 | 2.70 | | | Fifth Ward (Syracuse).....N.Y. | 46,799 | 29,285 | 10,000 | 2,800 | 12,612 | 1,163 | | 100 | 100 | | 1st Mortgage..... | 215,000 | 7 | A. & O. | 1873 | .... |  |
| Sept. 30, '71 | 9.63 | | | Gr'd St. & Gr'd st. (F.N.Y.C.)N.Y. | 1,054,679 | 745,000 | 215,000 | | 362,619 | 97,698 | 6.5 | 100 | 100 | | Frankford and Southwark: | | | | | | |
| Sept. 30, '71 | 17.04 | 366 | 62 | Frankford & Southwark (Ph.)Pa. | 830,364 | 491,750 | 227,000 | 80,000 | 335,899 | 92,869 | 6 | 50 | 50 | 58 | 1st Mortgage..... | 175,500 | 7 | J. & J. | 1877 | .... |  |
| Oct. 31, '71 | 3.25 | 22 | 2 | Genesee & Water st. (Syr.)N.Y. | 59,925 | 42,500 | 12,700 | | 13,924 | 2,226 | | 100 | 100 | | 2d Mortgage..... | 61,500 | 7 | M. & N. | 1891 | .... |  |
| Sept. 30, '71 | 34.25 | 280 | 64 | Germantown (Phila.).....Pa. | 562,270 | 307,545 | 360,000 | | 363,588 | 58,100 | 19.5 | 50 | 30 | | Germanatown: | | | | | | |
| Oct. 31, '71 | 54.00 | 108 | 28 | Girard College (Phila.).....Pa. | 177,497 | 170,000 | | | 217,573 | 55,592 | 17.6 | 50 | 17 | | 1st Mortgage..... | 250,000 | 7 | J. & J. | 1879 | .... |  |
| Sept. 30, '71 | 9.00 | 93 | 16 | Gr'd st. & Newtown (B'k'n)N.Y. | 304,532 | 170,000 | 90,000 | 20,000 | 94,498 | 7,771 | | 100 | 100 | | 2d mortgage..... | 100,000 | 7 | A. & O. | 1884 | .... |  |
| Sept. 30, '71 | 8.00 | | | Gr'd St. Prop. Pk. & Flatb.N.Y. | 400,000 | 200,000 | 200,000 | 14,000 | (Not in opera.) | | | 100 | 100 | | Grand St. P. P. & Flatbush: | | | | | | |
| Oct. 31, '71 | 7.25 | 196 | 42 | Green and Coates st. (Phila.)Pa. | 244,441 | 100,000 | 150,000 | | 172,537 | 44,308 | 26.7 | 50 | 15 | | 1st Mortgage..... | 200,000 | 7 | ..... |  |  |  |
| Oct. 31, '71 | 2.14 | 11 | 3 | Harrisburg City.....Pa. | 60,249 | 41,993 | 12,864 | 1,240 | 6,489 | 597 | | 25 | 25 | | Green and Coates street: | | | | | | |
| Sept. 30, '71 | 10.00 | 120 | 24 | Harlin, Br. Morr. & F'dham.N.Y. | 254,295 | 123,540 | 137,000 | | 85,554 | 27,669 | | 100 | 100 | | 1st Mortgage..... | 100,000 | 7 | J. & J. | 1878 | 90 | |
| Sept. 30, '71 | 20.40 | 362 | 51 | Heat, Mant. & F'mount (Ph.)Pa. | 383,016 | 299,424 | 133,100 | | 310,958 | 105,646 | 13.5 | 50 | .... | 191 | Harl. Br. Morris' & Fordh: | | | | | | |
| Oct. 31, '71 | 3.56 | 31 | 9 | Kingston and Rondout.....N.Y. | 80,291 | 75,000 | | | 22,809 | 5,424 | 3.7 | 100 | 100 | | 1st Mortgage..... | 137,000 | 7 | J. & J. | 1877 | .... |  |
| Sept. 30, '71 | 5.20 | 114 | 17 | Lombard and South st. (Ph.)Pa. | 170,181 | 105,000 | 62,500 | | 95,950 | 25,513 | 11.9 | 50 | 104 | | Hestonv., Mantua & Fairm: | | | | | | |
| Oct. 31, '71 | 4.04 | 57 | 17 | Lowell Horse.....Mass. | 78,904 | 55,830 | | 4,500 | 32,185 | 2,182 | | 100 | 100 | | 1st Mortgage..... | 125,000 | 7 | J. & D. | 1880 | .... |  |
| Sept. 30, '71 | 11.62 | 238 | 35 | Lynn and Boston.....Mass. | 277,311 | 200,000 | 50,000 | 1,900 | 177,507 | 10,218 | | 100 | 100 | | Lombard and South st. (Ph.): | | | | | | |
| Sept. 30, '71 | 3.60 | | | Malden and Melrose (B'n).Mass. | 60,246 | 20,000 | | | | | | 100 | 100 | | 1st Mortgage..... | 62,500 | 7 | ..... | 1883 | .... |  |
| Sept. 30, '71 | 1.07 | | | Marginal Freight (Boston).Mass. | 1,040,556 | 500,000 | 500,000 | 36,326 | 2,400 | 1,923 | | 100 | 100 | | Lynn and Boston: | | | | | | |
| Sept. 30, '71 | 3.46 | | | Medford & Charleat. (B'n).Mass. | 34,600 | 21,000 | | 4,000 | | | | 100 | 100 | | 1st Mortgage sinking fund | 50,000 | 7 | J. & J. | 1883 | .... |  |
| Sept. 30, '71 | 6.27 | 48 | 15 | Merrimac Valley.....Mass. | 63,000 | 50,000 | | | 32,282 | | | 100 | 100 | | Marginal Freight: | | | | | | |
| Sept. 30, '71 | 43.10 | 958 | 328 | Metropolitan (Boston).....Mass. | 1,705,666 | 1,250,000 | 455,566 | 101,291 | 905,066 | 153,192 | 10 | 100 | 100 | 58 | 1st Mortgage..... | 500,000 | 7 | A. & O. | 1871 | .... |  |
| Sept. 30, '71 | 15.60 | 260 | 48 | Middlesex (Boston).....Mass. | 657,639 | 400,000 | 184,500 | | 222,408 | 42,125 | 3 | 100 | 100 | 81 | Malden and Melrose: | | | | | | |
| Sept. 30, '71 | 1.75 | | | Mohawk and Ilion.....N.Y. | 15,000 | 15,000 | | | 7,573 | 3,847 | | 100 | 100 | | 1st Mortgage..... | 60,000 | 6 | A. & O. | 1880 | .... |  |
| Sept. 30, '71 | 12.20 | 177 | 53 | Ninth Avenue (N. Y. City)N.Y. | 1,000,000 | 797,320 | 167,000 | | 117,331 | 5,738 | | 100 | 100 | | Middlesex (Boston): | | | | | | |
| Sept. 30, '71 | 3.20 | 14 | 4 | Northampton & Wmbury.Mass. | 300,000 | 300,000 | | 5,059 | | | | | | | | | | | | | |

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

| Marked thus (*) are leased roads. | Stock outstanding. | Dividend Periods. | Last Dividend Payable. | Marked thus (*) are leased roads. | Stock outstanding. | Dividend Periods. | Last Dividend Payable. | Marked thus (*) are leased roads. | Stock outstanding. | Dividend Periods. | Last Dividend Payable. |
|-----------------------------------|--------------------|-------------------|------------------------|-----------------------------------|--------------------|-------------------|------------------------|-----------------------------------|--------------------|-------------------|------------------------|
| Albany and Susq. | 100 | J. & J. | Jan. '73 34 | Long Island. | 50 | M. & S. | Sept. '71 3 | Warren (N. J.) | 100 | J. & D. | Dec. '71 34 |
| Allegheny Valley | 50 | J. & J. | July '71 4 | Louisv. Cin. and Lex. | 50 | J. & J. | July '69 3 | Warwick Valley | 100 | A. & O. | Apr. '72 24 |
| Atlanta and West Point. | 100 | J. & J. | July '71 34 | Louisville & Nashville. | 100 | F. & A. | July '72 44 | West Jersey. | 100 | F. & A. | Aug. '72 4 |
| Atlantic and Gulf. | 100 | J. & J. | Sept. '72 2 | Louisv. N. Alb. & Chi. | 100 | J. & D. | Dec. '70 3 | Winchester & Potomac. | 100 | J. & J. | Jan. '73 3 |
| Atlantic and St. Law. | 100 | M. & S. | Sept. '72 2 | Lowell and Lawrence. | 100 | A. & O. | Oct. '72 3 | Winchester & Strasburg. | 100 | J. & J. | July '72 34 |
| Avon, Genesee & Mt. M. | 100 | A. & O. | Oct. '72 14 | Lykens Valley. | 20 | F. M. A. N. | Nov. '72 24 | Worcester and Nashua. | 74 | J. & J. | Jan. '73 46 |
| Baltimore and Ohio. | 100 | M. & N. | Nov. '72 5 | Macon and Western. | 100 | J. & J. | Jan. '73 5 | HORSE-POWER R. R. | | | |
| Washington Br. | 100 | A. & O. | Oct. '72 5 | Maine Central. | 100 | M. & N. | Nov. '72 5 | Albany City. | 100 | — & — | — |
| Parkersburg Br. pref. | 50 | J. & J. | Jan. '73 11 | Manchester and Law. | 100 | M. & N. | Nov. '72 5 | Baltimore City. | 100 | F. & A. | Aug. '72 1 |
| Berkshire. | 100 | J. & J. | Dec. '72 24 | Marletta & Cincinnati. | 50 | — & — | — | Bleeker St. & F. Y. (N.Y.) | 100 | — & — | — |
| Blossburg & Corning. | 50 | J. & U. | Dec. '72 24 | Massachusetts. | 100 | M. & S. | Sept. '66 3a | Boston and Chelsea. | 100 | A. & O. | Oct. '72 4 |
| Boston and Albany. | 100 | M. & N. | Nov. '72 5 | Memphis & Charleston. | 25 | F. & A. | Aug. '72 3 | Broadway (Brooklyn). | 100 | J. A. J. O. | Jan. '73 3 |
| Bos. Cin. & Fitchburg. | 100 | J. & D. | Dec. '72 3 | Michigan Central. | 100 | J. & J. | Jan. '69 3 | Broadway & 7th Av. (N.Y.) | 100 | J. A. J. O. | Jun. '70 |
| Agricultural Br. guar. | 100 | M. & N. | Nov. '72 3 | Mill Creek & Minehill. | 50 | J. & J. | July '72 5 | Brooklyn City & Newt. | 100 | F. M. A. N. | Nov. '72 3 |
| Bost. One. & Mont. pref. | 100 | M. & N. | Nov. '72 3 | Milwaukee and St. Paul. | 100 | J. & J. | Dec. '70 7a | Brooklyn City & Jamaica. | 100 | J. & J. | July '70 |
| Boston and Lowell. | 100 | M. & N. | Nov. '72 5 | — pref. | 100 | J. & J. | Aug. '72 34 | Bushwick and Jamaica. | 100 | J. & J. | July '71 34 |
| Boston and Maine. | 100 | M. & N. | Nov. '72 5 | M. Hill & Schuy. Hav. | 50 | J. & J. | Jan. '73 4 | Cambridge. | 100 | A. & O. | Oct. '72 44 |
| Boston and Providence. | 100 | J. & D. | Dec. '72 34 | Morris and Essex. | 50 | J. & D. | Dec. '72 34 | Can. Park N. & K. Riv. | 100 | A. & O. | Oct. '67 24 |
| Buffalo, N. Y. and Erie. | 100 | J. & J. | July '72 4 | Nashua and Lowell. | 100 | M. & N. | Nov. '72 5 | Citizens (Phil.). | 50 | M. & J. N. | Jan. '73 7 |
| Burlington and Mo. Riv. | 100 | J. & J. | Jan. '73 24 | Naugahoning Valley. | 100 | F. & A. | Feb. '71 5 | Citizens (Pbg.). | 50 | M. & N. | Nov. '71 7 |
| Camden and Amboy. | 100 | J. A. J. O. | Jan. '73 24 | Newark and New York. | 100 | M. & S. | Sept. '72 5 | Coney Island & Brookl. | 100 | — & — | — |
| Camden and Atlantic. | 50 | — & — | — | New Bedford & Taunton. | 100 | J. & J. | Jan. '72 34 | D. Dock, K. B'dw. & Bat. | 100 | F. M. A. N. | Aug. '72 2 |
| Cape Cod. | 50 | J. & J. | Jan. '72 34 | N. Castle & Beaver Val. | 50 | M. & N. | Nov. '72 5 | Eighth Avenue (N.Y.). | 100 | J. A. J. O. | Oct. '71 3 |
| Cape May and Millville. | 50 | J. & D. | Dec. '72 3 | N. Haven & Northamp. | 50 | J. A. J. O. | Sept. '73 3 | Elizabeth and Newark. | 100 | — & — | — |
| Catawba & Fogelav. | 50 | — & — | — | New Jersey. | 100 | J. & J. | Aug. '69 12 | 42nd St. & G. St. Ferry. | 100 | M. & N. | Nov. '71 5 |
| Catawba. | 50 | — & — | — | New London Northern. | 100 | J. A. J. O. | Jan. '73 24 | Frank. & Southw. (Ph.) | 50 | J. & J. | Jan. '73 5 |
| Cayuga and Susq. | 50 | M. & N. | May '72 34 | N. Y. Cen. & Hudson R. | 100 | A. & O. | Oct. '72 4 | Germantown (Ph.). | 50 | J. & J. | Jan. '73 3 |
| Cedar Rapids & Mo. R. | 100 | M. & N. | May '72 34 | — Certif. | 100 | A. & O. | Oct. '72 4 | Girard College (Ph.). | 50 | J. & J. | Jan. '71 3 |
| Central of Georgia. | 100 | J. & J. | Jan. '73 5 | New York and Harlem. | 100 | J. & J. | Jan. '73 4 | Grand St. and Newton. | 100 | J. & J. | July '71 2 |
| Central of New Jersey. | 100 | J. A. J. O. | Jan. '73 24 | N. Y., N. H. & Harf. | 100 | J. & J. | Jan. '73 5 | Green & Coates St. (Ph.) | 50 | J. & J. | Jan. '73 4 |
| Central Ohio. | 50 | J. & D. | Dec. '72 3 | N. Y., Provid. & Boston. | 100 | A. O. J. | Jan. '73 24 | Heston, Mantau & Fairm. | 2,050,000 | A. & O. | Jan. '73 4-5 |
| — pref. | 50 | J. & D. | Dec. '72 3 | Ning. Bridge & Oand. | 100 | J. & J. | July '72 3 | Lomb. & South Sts. (Ph.) | 25 | A. & J. O. | Oct. '71 6 |
| Chemung. | 100 | J. A. J. O. | Oct. '72 14 | North Carolina. | 100 | J. & J. | Jan. '73 5 | Lynn and Boston. | 100 | — & — | — |
| Cheshire, preferred. | 100 | J. & J. | Jan. '73 3 | N. Eastern (N.C.) pref. | 100 | M. & N. | May '67 4 | Malden and Melrose. | 100 | — & — | — |
| Chicago and Alton. | 100 | M. & S. | Sept. '72 5 | North Pennsylvania. | 50 | J. & J. | Jan. '73 5a | Metropolitan (Boston). | 50 | J. & J. | Jan. '73 4 |
| — pref. | 100 | M. & S. | Sept. '72 5 | Northern Central. | 50 | M. & N. | Nov. '72 3 | Middlesex (Boston). | 50 | A. & O. | Oct. '72 3 |
| Chicago, Burl. & Quincy. | 100 | M. & S. | Sept. '72 5 | Northern N. Hampsh. | 100 | J. & D. | Dec. '72 4 | Ninth Avenue (N.Y.). | 100 | — & — | — |
| Chicago, Iowa & Neb. | 100 | J. & J. | Jan. '73 4 | Northern New Jersey. | 100 | J. & J. | Jan. '72 4 | Orange and Newark. | 100 | — & — | — |
| Chicago & N. Western. | 100 | J. & D. | Dec. '72 34 | Norwich & Worcester. | 100 | J. & J. | Jan. '73 5 | Philadelphia City. | 50 | J. & J. | July '73 4 |
| — pref. | 100 | J. & D. | Dec. '72 34 | Ogdensb. & L. Champ. | 100 | J. & J. | Jan. '73 3 | Philadelphia and Darby. | 50 | J. & J. | July '71 2 |
| Chicago, R. I. & Pacific. | 100 | A. & O. | Oct. '72 4 | — pref. | 100 | A. & O. | Oct. '72 4 | Phila. and Grey's Ferry. | 50 | M. & N. | Nov. '69 8 |
| Cin. Ham. & Dayton. | 100 | A. & O. | Oct. '72 4 | Ohio and Mississippi. | 100 | J. & D. | June '72 34 | Pbg. Alleg. & Manchester. | 200,000 | J. A. J. O. | Jan. '73 2 |
| Cin. Sand. and Clev. | 50 | M. & N. | Nov. '72 3 | — pref. | 100 | J. & D. | June '72 34 | Second Avenue (N.Y.). | 100 | J. & J. | Jan. '73 2 |
| — pref. | 50 | M. & N. | Nov. '72 3 | Oil Cr. & Allegheny R. | 50 | J. A. J. O. | Jan. '73 3 | Second & Third Sts. (Ph.) | 50 | J. & J. | Jan. '73 5 |
| Clev. Col. Cin. & Ind. | 100 | F. & A. | Feb. '73 34 | Old Colony & Newport. | 50 | J. & J. | Jan. '73 34 | 17th & 19th streets (Ph.) | 50 | J. & J. | Jan. '73 2 |
| Cleveland & Mahoning. | 50 | F. M. A. N. | Nov. '72 24 | Oswego and Syracuse. | 100 | J. & J. | Jan. '73 34 | Sixth Avenue (N.Y.). | 100 | M. & N. | May '71 5 |
| Clev. Ohio & Ind. Cen. | 100 | J. A. J. O. | July '72 24 | Pacific of Missouri. | 100 | F. & A. | Feb. '72 4 | Third Avenue (N.Y.). | 100 | F. M. A. N. | Aug. '71 4 |
| Columbus and Xenia. | 50 | M. J. S. D. | Dec. '72 2 | Panama. | 100 | J. A. J. O. | Jan. '73 3 | 13th & 15th street (Ph.). | 50 | J. & J. | Jan. '73 14 |
| Colum. & Hocking Val. | 50 | F. & A. | Aug. '72 5 | Paterson and Hudson. | 100 | J. & J. | Jan. '73 4 | Somerville (Boston). | 100 | M. & N. | Nov. '72 3 |
| Concord. | 100 | M. & N. | Nov. '72 5 | Paterson and Newark. | 100 | J. & J. | Jan. '73 4 | South Boston. | 100 | J. A. J. O. | Jan. '73 24 |
| Concord and Port. | 100 | J. & J. | Jan. '73 34 | Paterson and Ramapo. | 100 | J. & J. | Jan. '73 4 | Union (Boston). | 100 | — & — | — |
| Conn. & Passump. Riv. | 100 | F. & A. | Aug. '72 3 | Pember. & Hightstown. | 50 | J. & J. | Jan. '71 3 | Union (Phila.). | 50 | J. & J. | July '72 7 |
| Connecticut River. | 100 | J. & J. | Jan. '73 5 | Pennsylvania. | 100 | M. & N. | Nov. '72 5 | West Philadelphia. | 50 | J. & J. | July '72 8 |
| Cooperstown and Susq. | 100 | — & — | — | Peoria & Bureau Val. | 100 | F. & A. | Aug. '72 4 | CANALS. | | | |
| Cumberland Valley. | 100 | A. & O. | Oct. '72 4 | Philadelphia and Erie. | 50 | J. & J. | Jan. '72 4 | Chesapeake & Delaware. | 50 | J. & D. | Dec. '72 3 |
| Danbury and Norwalk. | 50 | M. J. S. D. | Dec. '71 4 | — pref. | 50 | J. & J. | Jan. '72 4 | Chesapeake and Ohio. | 25 | — & — | — |
| Delaware. | 100 | J. & J. | Jan. '73 3 | Phil. Ger. & Norristown. | 50 | M. J. S. D. | Dec. '72 3 | Delaware Division. | 50 | F. & A. | Aug. '72 4 |
| Del. Lackaw. & Westn. | 50 | J. A. J. O. | Oct. '72 6 | Phila. and Trenton. | 100 | J. & J. | Jan. '73 5 | Delaware and Hudson. | 100 | F. & A. | Aug. '72 5 |
| Detroit & Milwaukee. | 100 | — & — | — | Phila. and Wil. & Balt. | 50 | J. & J. | Jan. '73 4 | Delaware and Raritan. | 100 | J. A. J. O. | Jan. '73 24 |
| — pref. | 100 | J. & J. | Dec. '69 7 | Pittsb. Ft. W. & Chi. | 100 | J. A. J. O. | Jan. '73 14 | Erie of Pennsylvania. | 50 | — & — | — |
| Dubuque & Sioux City. | 100 | J. & J. | Jan. '73 3 | — Special Imp. | 100 | J. A. J. O. | Jan. '73 14 | Lehigh Coal & Navigat. | 50 | M. & N. | May '67 3 |
| East Pennsylvania. | 50 | J. & J. | Jan. '73 4 | Pittsfield & N. Adams. | 100 | J. & J. | Jan. '73 3 | Monongahela Navigat. | 100 | J. & J. | July '71 5 |
| East Mahanoy. | 50 | J. & J. | Jan. '73 3 | Port and Keenebec. | 100 | J. & J. | Jan. '73 3 | Morris (consolidated). | 100 | F. & A. | Aug. '72 2 |
| Eastern (Mass.). | 100 | J. & J. | Jan. '73 3 | Yarmouth certificates. | 100 | A. & O. | Apr. '72 3 | — (preferred). | 100 | F. & A. | Aug. '72 5 |
| Eastern (N. H.). | 100 | J. & J. | Jan. '73 3 | Portl. Sauc. & Portsm. | 100 | J. & J. | Jan. '73 5 | Pennsylvania. | 50 | J. & J. | Feb. '72 5a |
| Elmira, Jelf. & Canand. | 100 | F. & A. | Aug. '72 24 | Providence & Worcester. | 100 | J. & J. | Jan. '73 5 | Schuy. Nav. (common). | 50 | F. & A. | Feb. '72 5a |
| Elmira & Williamsport. | 50 | M. & N. | Nov. '72 24 | Raleigh and Gaston. | 100 | J. & J. | July '71 6 | — (pref.). | 50 | F. & A. | Feb. '72 5a |
| — pref. | 50 | J. & J. | Jan. '73 34 | Rensselaer & Saratoga. | 100 | J. & J. | Jan. '73 4 | Susq. and Tide Water. | 50 | — & — | — |
| Erie Railway. | 100 | F. & A. | Feb. '66 4 | Roch. & Genesee Val. | 110 | — & — | — | Union. | 50 | — & — | — |
| — pref. | 100 | J. & J. | July '72 34 | Rome, Watert. and Ugd. | 100 | J. & J. | Feb. '73 5a | — preferred. | 50 | 2,907,850 | — |
| Erie and Pittsburgh. | 50 | M. J. S. D. | Dec. '72 14 | Rutland. | 100 | — & — | — | W. Branch and Susq. | 50 | J. & J. | Jan. '65 - |
| Fitchburg. | 100 | J. & J. | Jan. '73 4 | — preferred. | 100 | F. & A. | Aug. '72 34 | MISCELLANEOUS. | | | |
| Georgia. | 100 | J. & J. | July '72 4 | St. Croix and Penobscot. | 100 | J. & J. | July '71 2 | Adams Express. | 100 | M. J. S. D. | Dec. '72 2 |
| Grand River Val. guar. | 100 | — & — | — | St. L. Al. & T. Haute. | 100 | — & — | — | American Coal. | 100 | M. & S. | Mar. '72 3 |
| Grand Trunk. (Ca.). | 100 | — & — | — | — pref. | 100 | — & — | — | Am. Merch. Union Exp. | 100 | J. & J. | Jan. '73 3 |
| Great Western. (Ca.). | 100 | A. & O. | Oct. '72 34 | St. L., Kan. C. & North. | 100 | — & — | — | Ashburton Coal. | 50 | J. & D. | Dec. '66 4 |
| Hannibal & St. Joseph. | 100 | F. & A. | Aug. '70 24 | — pref. | 100 | — & — | — | Atlantic Mail Steamship. | 100 | M. J. S. D. | Dec. '67 24 |
| — pref. | 100 | M. & N. | Nov. '72 5 | Saratoga and Schenec. | 100 | A. & O. | Nov. '72 24 | Brunswick City. | 100 | — & — | — |
| Hanover Branch. (Pa.). | 50 | M. & N. | Nov. '72 5 | Schuykill Valley. | 50 | J. & J. | July '72 24 | Butler Coal. | 25 | J. & D. | Dec. '69 85c |
| Harlem Extension. | 100 | — & — | — | Seaboard and Roanoke. | 100 | M. & N. | Nov. '70 | Canton. | 100 | J. & D. | Dec. '69 85c |
| Harrisburg & Lancaster. | 50 | J. & J. | Jan. '73 34 | Shamokin V. & Pottav. | 50 | F. & A. | Aug. '72 3 | Consolidation (Md.) Coal. | 100 | J. & J. | Jan. '73 4 |
| Houstonian. pref. | 100 | J. & J. | Jan. '73 4 | Shore Line. | 100 | J. & J. | Jan. '72 54 | Cumberland Coal. | 100 | — & — | — |
| Huntingdon & Bd Top. | 50 | J. & J. | Jan. '73 4 | South Branch (N. J.). | 100 | J. & J. | Jan. '72 3 | Maryland Coal. | 100 | J. & D. | Dec. '70 3 |
| — pref. | 50 | J. & J. | July '68 34 | South Carolina. | 100 | F. & A. | Feb. '72 1 | Mariposa Gold. | 100 | — & — | — |
| Illinois Central. | 100 | F. & A. | Feb. '73 5 | South Western. (Ga.). | 100 | F. & A. | Feb. '72 4 | — pref. | 100 | J. & J. | — |
| Indianapolis, Cin. & Laf. | 100 | M. & S. | Sept. '67 4 | Staten Island. | 100 | J. & J. | Jan. '67 4 | certif. | 100 | J. & J. | — |
| Iowa Falls & Sioux City. | 100 | M. & S. | Sept. '67 4 | Stonbridge and Pitts. | 100 | J. & J. | Jan. '72 34 | Pacific Mail Steamship. | 100 | M. J. S. D. | Sep. '69 3 |
| Jefferson. Mad. & Ind. | 100 | J. A. J. O. | Jan. '66 5 | Stony Brook. | 100 | M. & N. | May '72 8 | Pacific and Atlantic Tel. | 25 | — & — | — |
| Joliet and Chicago. | 100 | J. A. J. O. | Oct. '72 14 | Summit Branch. | 50 | F. & A. | Aug. '72 3 | Pennsylvania Coal. | 50 | F. M. A. N. | Nov. '72 5 |
| Joliet & North Indiana. | 100 | J. & J. | July '72 4 | Sussex (N. J.). | 50 | J. & J. | Jan. '72 24 | Pullman Palace Car. | 100 | F. M. A. N. | Feb. '71 5 |
| Lake Shore & Mich. | 100 | F. & A. | Feb. '73 4 | Syr. Bingham. & N. Y. | 100 | J. & J. | Sept. '72 4 | Quicksilver, common. | 100 | — & — | — |
| — (guar.). | 100 | F. & A. | Aug. '71 5 | Taunton Branch. | 100 | J. & J. | Jan. '73 4 | — preferred. | 100 | — & — | — |
| Lawrence. | 50 | — & — | — | Terre Haute & Indiana. | 100 | J. & J. | July '72 6 | Spring Mountain Coal. | | | |

NATIONAL AND STATE SECURITIES.

| | Amounts outstand- ing. | Rate. | Payable. | Interest. | WHEN PAY- ABLE. | Market Price. | | Amounts outstand- ing. | Rate. | Payable. | Interest. | WHEN PAY- ABLE. | Market Price. |
|--|------------------------------|-------|---------------|-----------|-----------------------|------------------|--|------------------------------|-------|---------------|-----------|-----------------------|------------------|
| National Securities Jan. 1, 1873. | | | | | | | | | | | | | |
| Loan of June 14, 1858.....registered | \$6,045,000 | 5 | Jan. & July. | 1874 | 100 | | Massachusetts—(\$30,712,882): | | | | | | |
| Loan of February 8, 1861.....registered | 13,955,000 | 5 | " | 1874 | 110 | | .. State (public works) scrip, '72..... | 706,000 | 5 | Various. | '72-'80 | .... |  |
| Loan of February 8, 1861.....coupon | 13,742,000 | 6 | Jan. & July. | 1880 | 115 | | .. State (public works) scrip..... | 364,000 | 6 | June & Dec. | '72-'77 | .... |  |
| Oregon War Bonds of March 2, 1861.....coupon | 4,673,000 | 6 | " | 1880 | 115 | | .. Union Fund Loan, 1861..... | 2,800,000 | 6 | Jan. & July. | '72-'76 | 107 | |
| Loan of July 17, and Aug. 5, 1861.....registered | 945,000 | 6 | Jan. & July. | 1881 | 109 | | .. Union Fund Loan, 1862..... | 600,000 | 5 | " | '77-'78 | .... |  |
| Loan of Feb. 25, 1862 (5-20s).....registered | 125,451,640 | 6 | Jan. & July. | 1881 | 115 | | .. Coast Defense Loan, 1863..... | 888,000 | 5 | " | 1883 | 98 | |
| Loan of Feb. 25, 1862 (5-20s).....coupon | 63,569,700 | 6 | Jan. & July. | 1881 | 115 | | .. Bounty Loan, 1864..... | 4,379,580 | 5 | May & Nov. | 1894 | 98 | |
| Loan of March 3, 1863.....registered | 32,060,100 | 6 | May & Nov. | 1882 | 113 | | .. Bounty Loan, 1864, \$223,600 stg..... | 4,000,744 | 5 | " | 1894 | .... |  |
| Loan of March 3, 1863.....coupon | 235,229,300 | 6 | " | 1882 | 113 | | .. War Loan (5-20) cur. 1866..... | 2,551,500 | 6 | Mar. & Sept. | 1886 | .... |  |
| Loan of March 3, 1864 (5-20s).....registered | 53,461,350 | 6 | Jan. & July. | 1881 | 115 | | .. R. R. & Hoosac T. bonds, £1,443,700 stg. | 7,175,451 | 5 | April & Oct. | '88-'93 | .... |  |
| Loan of March 3, 1864 (5-20s).....coupon | 21,538,650 | 6 | " | 1881 | 115 | | .. R. R. & Hoosac Tunnel bonds, dollar... | 1,166,500 | 5 | " | '90-'98 | .... |  |
| Loan of March 3, 1864 (5-20s).....registered | 2,298,000 | 6 | May & Nov. | 1884 | 113 | | .. Loan (B. H. & Erie R. R.) £743,600 stg | 3,599,024 | 5 | Jan. & July. | 1900 | .... |  |
| Loan of June 30, 1864 (5-20s).....registered | 33,014,150 | 6 | May & Nov. | 1884 | 113 | | Michigan—(\$2,332,298): | | | | | | |
| Loan of June 30, 1864 (5-20s).....coupon | 35,900,500 | 6 | " | 1884 | 113 | | .. Canal Bonds, 1869..... | 81,000 | 6 | Jan. & July. | 1879 | .... |  |
| Loan of March 3, 1865 (5-20s).....registered | 36,527,600 | 6 | May & Nov. | 1885 | 113 | | .. \$2,000,000 Loan Bonds, 1868..... | 445,000 | 6 | " | 1873 | .... |  |
| Loan of March 3, 1865 (5-20s).....coupon | 119,658,550 | 6 | " | 1885 | 115 | | .. \$2,000,000 Loan Bonds, 1863..... | 431,000 | 6 | " | 1878 | 100 | |
| .. 2d series (5-20s).....registered | 58,458,500 | 6 | Jan. & July. | 1885 | 113 | | .. \$2,000,000 Loan Bonds, 1863..... | 718,000 | 6 | " | 1883 | .... |  |
| .. 3d series (5-20s).....coupon | 150,683,700 | 6 | " | 1885 | 113 | | .. Renewal Bonds, 1868..... | 463,000 | 7 | May & Nov. | 1890 | .... |  |
| .. 4th series (5-20s).....registered | 90,471,900 | 6 | Jan. & July. | 1887 | 114 | | .. Bounty (War) Bonds, 1865..... | 160,000 | 6 | Jan. & July. | 1878 | .... |  |
| .. 5th series (5-20s).....coupon | 225,402,100 | 6 | " | 1887 | 115 | | Minnesota—(\$350,000): | | | | | | |
| .. 6th series (5-20s).....registered | 13,838,500 | 6 | Jan. & July. | 1888 | 115 | | .. Sioux War Bonds, 1862..... | 100,000 | 7 | May & Nov. | 1872 | .... |  |
| .. 7th series (5-20s).....coupon | 24,799,900 | 6 | " | 1888 | 114 | | .. State Building Bonds, 1867-'68 and '69... | 250,000 | 7 | Jan. & July. | '77-'79 | .... |  |
| Loan of March 3, 1864, (10-40s).....registered | 139,676,250 | 5 | Mar. & Sept. | 1904 | 110 | | .. Railroad Bonds (suspended) 1868..... | 2,275,000 | ... | June & Dec. | 1883 | .... |  |
| Consols of July 14, '70 & Jan. 20, '71 registered | 127,881,850 | 5 | F. M. A. & N. | 1904 | 110 | | Missouri—(\$17,669,000): | | | | | | |
| Consols coupon | 72,118,150 | 5 | " | 1904 | 110 | | .. State Bonds, proper, 1865-'68..... | 439,000 | 6 | Jan. & July. | '82-'90 | 93 | |
| Consols registered | ... | 4 | F. M. A. & N. | 1881 | 111 | | .. Railroad Loans Bonds, 1854-'68..... | 1,589,000 | 6 | " | '87-'88 | .... |  |
| Consols coupon | ... | 4 | " | 1881 | 112 | | .. S. W. Br. of Pacific R. R. bonds, guar... | 14,496,000 | 7 | " | '74-'90 | 99 | |
| Consols registered | ... | 4 | F. M. A. & N. | 1886 | ... | | .. State Bonds, funding, 1867-'68..... | 2,727,000 | 6 | " | '76-'91 | .... |  |
| Consols coupon | ... | 4 | " | 1886 | ... | | Nevada—(\$660,000): | | | | | | |
| Dom. Cer. of Mar. 2, '67, and July 25, '68, (cur.) | 2,780,000 | 3 | " | 1901 | ... | | .. State Bonds, for floating debt..... | 660,000 | 10 | Mar. & Sept. | '72-'87 | .... |  |
| Navy Pension Fund of July 23, 1868.....(cur.) | 14,000,000 | 3 | " | 1901 | ... | | New Hampshire—(\$2,405,400): | | | | | | |
| Certificates of Indebtedness 1870.....(cur.) | 678,000 | 4 | " | 1875 | ... | | .. War Loan Bonds, July 1, 1861..... | 812,000 | 6 | Jan. & July. | '71-'78 | .... |  |
| Pacific R. R. Bonds.....(currency) | 64,623,512 | 6 | Jan. & July. | '95-'99 | 114 | | .. War Loan Bonds, July 1, 1864..... | 600,000 | 6 | Mar. & Sept. | '84-'89 | 96 | |
| U. S. Notes and Fractional Currency..... | 404,374,356 | nd. | " | ... | ... | | .. War Loan Bonds, Oct. 1, 1866..... | 750,000 | 6 | April & Oct. | '72-'74 | .... |  |
| State Securities, latest dates. | | | | | | | | | | | | | |
| Alabama—(\$15,42,000): | | | | | | | New Jersey—(\$2,596,200): | | | | | | |
| .. Bonds (old and extended), 1866 and '72... | 2,582,800 | 5 | May & Nov. | '86-'92 | 59 | | .. War Loan Bonds, 1861, tax free..... | 1,200,000 | 6 | Jan. & July. | '73-'84 | 101 | |
| .. Bonds (new), 1866, '68 and '72..... | 2,386,000 | 8 | Jan. & July. | '86-'92 | 90 | | .. War Loan Bonds, 1863, tax free..... | 1,002,000 | 6 | " | '86-'96 | .... |  |
| .. Railroad Aid Bonds, 1870 and '71..... | 2,620,000 | 8 | " | '90-'91 | 80 | | .. War Loan Bonds, 1864, tax free..... | 584,400 | 6 | " | '97-'02 | .... |  |
| .. Railroad Bonds endorsed, 1870 and '71... | 13,600,000 | 8 | " | '90-'91 | .... |  | New York—(\$38,121,000): | | | | | | |
| Arkansas—(\$ 0,000,000): | | | | | | | .. General Fund Stock..... | 900,000 | 5 | J. A. J. & O. | 1875 | .... |  |
| .. Funded Bonds, 1869 and 70..... | 2,850,000 | 6 | Jan. & July. | '90-'90 | 43 | | .. General Fund Stock..... | 800,000 | 6 | " | 1878 | .... |  |
| .. Levee Bonds, 1871..... | 2,185,000 | 7 | " | 1901 | .... |  | .. General Fund Stock..... | 348,107 | 5 | " | pleas. | .... |  |
| .. Deficiency Bonds, 1872..... | 300,000 | 7 | " | 1882 | .... |  | .. General Fund Stock..... | 1,159,780 | 6 | " | pleas. | .... |  |
| .. Railroad Aid Bonds, 1869 '70 and '71... | 5,465,000 | 7 | April & Oct. | '89-'91 | .... |  | .. Canal Stock..... | 1,106,420 | 5 | " | 1874 | .... |  |
| California—(\$3,31,500): | | | | | | | .. Canal Stock..... | 7,408,000 | 6 | " | '72-'73 | .... |  |
| .. Civil Bonds 1857 and '60..... | 2,108,000 | 7 | Jan. & July. | '77-'80 | .... |  | .. Canal Stock..... | 2,572,000 | 6 | " | '74-'76 | 106 | |
| .. Bounty and Relief Bonds, 1863 and '64... | 954,500 | 7 | " | '83-'85 | .... |  | .. Canal Stock..... | 880,000 | 6 | " | 1877 | .... |  |
| .. State Capital Bonds, 1871..... | 250,000 | 7 | " | 1891 | .... |  | .. Bounty Loan Bonds, 1867, registered... | 20,675,000 | 7 | Jan. & July. | 1877 | 105 | |
| Connecticut—(\$5,767,500): | | | | | | | .. Bounty Loan Bonds, 1867, coupon..... | 1,372,000 | ... | " | 1877 | 106 | |
| .. War Loan, July 1, 1861, (10-20s)..... | 706,700 | 6 | Jan. & July. | 1871 | .... |  | North Carolina—(\$29,900,045): | | | | | | |
| .. War Loan, Jan. 1863 and '64 (20s)..... | 2,386,000 | 6 | " | '83-'84 | 99 | | .. State (old) Bonds 1848 to 1860..... | 4,738,000 | 6 | Jan. & July. | '72-'92 | 104 | |
| .. War Loan, Oct. 1, 1864 (10-30s)..... | 935,500 | 6 | April & Oct. | 1874 | .... |  | .. State (old) Bonds 1848 to 1860..... | 3,689,000 | 6 | April & Oct. | '72-'92 | .... |  |
| .. War Loan, Oct. 1, 1865 (20s) tax free.... | 1,741,100 | 6 | " | 1885 | .... |  | .. State (new) Bonds, 1867 to 1870..... | 3,009,045 | 6 | Jan. & July. | '92-'96 | 19 | |
| Florida—(\$5,728,865): | | | | | | | .. Funding (Debt) Bonds, 1866..... | 2,417,400 | 6 | Jan. & July. | 1900 | 27 | |
| .. Convention Bonds 1868..... | 30,000 | 8 | April & Oct. | 1888 | .... |  | .. Funding (Interest) Bonds 1868..... | 1,821,400 | 6 | April & Oct. | 1878 | 25 | |
| .. Bonds, 1868-'69..... | 191,000 | 6 | Various. | '98-'99 | .... |  | .. Special Tax Bonds..... | 11,407,000 | 6 | " | '98-'99 | 18 | |
| .. Bonds, 1871..... | 210,000 | 7 | Various. | 1901 | .... |  | Ohio—(\$9,022,721): | | | | | | |
| .. Loan to Jack, Pensa. & Mob. R.R., 1870 | 4,000,000 | 6 | Jan. & July. | 1900 | .... |  | .. Loan of 1860 Bonds, skg f'd..... | 882,894 | 6 | Jan. & July. | 1870 | .... |  |
| Georgia—(\$10,494,600): | | | | | | | .. Loan of 1860 Bonds, skg f'd..... | 1,600,000 | 6 | " | 1875 | .... |  |
| .. Bonds for W. & Atl. R.R. 1842, '43, '44 & '48 | 866,000 | 6 | Various. | '72-'74 | .... |  | .. Loan of 1860 Bonds, skg f'd..... | 1,495,369 | 6 | " | 1881 | .... |  |
| .. Bonds for W. & Atl. R.R. 1842 and 1848. | 276,500 | 7 | Various. | '72-'74 | 88 | | .. Loan of 1866 Bonds, skg f'd..... | 2,400,000 | 6 | " | 1886 | .... |  |
| .. Bonds for Atl. & Gulf R.R., '55, '59, '60 & '61 | 600,000 | 6 | Feb. & Aug. | '78-'81 | .... |  | Oregon—(\$290,527): | | | | | | |
| .. Bonds for Atl. & Gulf R.R., 1866..... | 200,000 | 6 | " | '81-'86 | .... |  | .. Bounty and Relief Bonds of 1864..... | 90,527 | 7 | Jan. & July. | '74-'84 | .... |  |
| .. Bonds of Act of March 12, 1866..... | 3,900,400 | 7 | Jan. & July. | 1886 | .... |  | .. Willamette Canal & Lock Bonds of 1870 | 200,000 | 7 | " | 1890 | .... |  |
| .. Bonds of Acts of Sept. and Oct. 1870... | 4,880,000 | 7 | Various. | 1890 | .... |  | Pennsylvania—(\$2,127,966): | | | | | | |
| .. Railroad endorsements, to July 1872..... | 12,000,000 | 7 | Various. | '90-'92 | .... |  | .. Loan of Feb. 1867 (5-10s)..... | 92,850 | 5 | Feb. & Aug. | '72-'77 | .... |  |
| Illinois—(\$2,133,634): | | | | | | | .. Loan of Feb. 1867 (5-10s)..... | 3,786,560 | 6 | " | '72-'77 | 100 | |
| .. Interest Bonds, inscribed stock, 1847..... | 971,834 | 6 | Jan. & July. | 1878 | .... |  | .. Loan of Feb. 1867 (5-10s)..... | 90,400 | 5 | " | '77-'82 | .... |  |
| .. Refunded Stock Bonds, 1859..... | 348,000 | 6 | " | '77-'78 | .... |  | .. Loan of Feb. 1867 (10-15s)..... | 7,890,550 | 6 | " | '77-'82 | 104 | |
| .. Thornton Loan Bonds, 1861..... | 102,000 | 6 | " | 1880 | .... |  | .. Loan of Feb. 1867 (15-25s)..... | 723,950 | 5 | " | '82-'92 | 106 | |
| .. War Loan Bonds, 1861..... | 417,000 | 6 | " | 1880 | .... |  | .. Loan of Feb. 1867 (15-25s)..... | 9,271,850 | 6 | " | '82-'92 | 106 | |
| .. Chicago Relief Bonds, 1871..... | 250,000 | 6 | May & Nov. | 1881 | .... |  | .. Inclined Plane Loan, of April 1849..... | 400,000 | 6 | April & Oct. | 1879 | .... |  |
| Kansas—(\$1,338,075): | | | | | | | .. State Stocks (old)..... | 1,997,060 | 6 | Feb. & Aug. | 1871 | .... |  |
| .. State Bonds (various) 1863 to 1864..... | 110,675 | 6 | Jan. & July. | '83-'84 | .... |  | .. .. (old)..... | ... | 4 | Jan. & July. | '77-'78 | .... |  |

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of Interest signifies "Payable in Coin."

| Description of Bonds. | Amount. | Rate. | Interest Payable. | | Due. | Price. | Description of Bonds. | Amount. | Rate. | Interest Payable. | | Due. | Price. |
|---------------------------------------|------------|-------|-------------------|-----------------|------|--------|---|-------------|-------|-------------------|---------------|---------|--------|
| | | | When. | Where. | | | | | | When. | Where. | | |
| Adirondack: | | | | | | | Brunswick and Albany: | | | | | | |
| 1st Mortgage..... | \$930,000 | 7 | Jan. & July. | New York. | 1886 | .... | 1st Mort.(gold)end. by Gatax fr. | \$3,630,000 | 6 | April & Oct. | New York. | 1908 | .... |
| Alabama Central: | | | | | | | 2d Mort. sinking fund gold..... | 2,350,000 | 7* | " " " | " " " | 1893 | .... |
| 1st Mortgage..... | 1,600,000 | 8 | Jan. & July. | New York. | 1901 | .... | Buffalo, Bradford and Pittsburg: | | | | | | |
| Alabama and Chattanooga: | | | | | | | General Mortgage..... | 580,000 | 7 | Jan. & July. | New York. | 1896 | .... |
| 1st Mortgage, guar. by Ala..... | 16,000pm | 8* | Jan. & July. | New York. | 1889 | .... | Buffalo, Corry and Pittsburg: | | | | | | |
| 2d Mortgage..... | 9,000pm | 8 | " " " | " " " | 1889 | .... | 1st Mortgage..... | 700,000 | 7 | March & Sept. | New York. | 1886 | .... |
| Alabama and Georgia: | | | | | | | Buffalo, New York and Erie: | | | | | | |
| 1st Mortgage, guar. by Ala. & Ga. | 16,000pm | 8 | Jan. & July. | New York. | 1891 | .... | 1st Mortgage..... | 2,000,000 | 7 | June & Dec. | New York. | 1877 | 93 |
| Albany and Susquehanna: | | | | | | | 2d Mortgage sinking fund..... | 380,000 | 7 | May & Nov. | " " " | 1872 | .... |
| 1st Mortgage..... | 1,000,000 | 7 | Jan. & July. | New York. | 1888 | 98 1/2 | Buffalo, New York & Phila.: | | | | | | |
| 2d Mortgage..... | 2,000,000 | 7 | April & Oct. | " " " | 1885 | 95 | 1st Mortgage..... | 3,000,000 | 6 | Jan. & July. | New York. | 1896 | .... |
| 3d Mortgage..... | 399,000 | 7 | May & Nov. | " " " | 1881 | .... | Burlington, Cedar Rapids & Minn.: | | | | | | |
| Albany Loan..... | 1,000,000 | 6 | " " " | Albany. | 1895 | .... | 1st Mortgage coin or stg skg fd. | 20,000pm | 7* | May & Nov. | N. Y. & Lond. | 1899 | .... |
| Alexandria and Fredericksburg: | | | | | | | Burlington and Missouri River: | | | | | | |
| 1st Mortgage..... | 1,000,000 | 7 | June & Dec. | New York. | 1886 | .... | Land and R. R. Mortgage..... | 5,058,350 | 7 | April & Oct. | Boston. | 1893 | 96 |
| Allegheny Valley: | | | | | | | Stock Bonds pref. 2d lien..... | 600,000 | 7 | Jan. & July. | " " " | 1875 | .... |
| General Mortgage..... | 4,000,000 | 7.3 | Jan. & July. | New York. | 1890 | 91 1/2 | Stock Bonds pref. 3d lien..... | 1,200,000 | 8 | " " " | " " " | 1878 | 110 |
| Special Mortgage to Penn..... | 3,500,000 | 5 | " " " | Harrisburg. | .... | .... | Stock (common) Bonds..... | 980,000 | 8 | April & Oct. | " " " | 1879 | .... |
| Androscoggin: | | | | | | | Stock (common) Bonds..... | 899,500 | 8 | Jan. & July. | " " " | 1884 | .... |
| 1st Mortgage (Bath Loan)..... | 425,000 | 6 | Jan. & July. | Bath, Me. | 1891 | .... | Stock (common) Bonds..... | 1,877,848 | 8 | " " " | " " " | 1889 | .... |
| Arkansas Central (narrow gauge): | | | | | | | Burlington & Mo. Riv. in Neb.: | | | | | | |
| 1st Mortgage..... | 8,000pm | 8* | Jan. & July. | New York. | 1891 | 70 | 1st Mortgage convertible..... | 5,687,971 | 8 | Jan. & July. | Boston. | 1894 | 100 |
| Atchison and Nebraska: | | | | | | | Burlington and Southwestern: | | | | | | |
| 1st Mortgage..... | 3,500,000 | 8 | Jan. & July. | Boston. | 1891 | .... | 1st Mortgage..... | 20,000pm | 8 | May & Nov. | Boston. | 1895 | .... |
| Atchison, Topeka and Santa Fe: | | | | | | | Cairo and Fulton (Arkansas): | | | | | | |
| 1st Mortgage (gold)..... | 15,000pm | 7* | Jan. & July. | Boaton. | 1899 | 87 1/2 | 1st Mort. (H. R. & lands) S. F. gold | 8,000,000 | 7* | Jan. & July. | New York. | 1891 | .... |
| Land Grant Mortgage (gold)..... | 7,500pm | 7* | April & Oct. | " " " | 1902 | .... | Cairo and St. Louis (3 ft. gauge): | | | | | | |
| Atlanta and Richmond Air Line: | | | | | | | 1st Mortgage..... | 2,250,000 | 7 | April & Oct. | New York. | 1901 | .... |
| 1st Mortgage (guar. by Ga.)..... | 16,000pm | 8 | Jan. & July. | New York. | 1900 | .... | Cairo and Vincennes: | | | | | | |
| Atlantic and Great Western: | | | | | | | 1st Mortgage, gold..... | 3,500,000 | 7* | April & Oct. | New York. | 1901 | .... |
| 1st Mortgage (gold)..... | 18,000,000 | 7* | Jan. & July. | London. | 1902 | .... | Camden and Atlantic: | | | | | | |
| 2d Mortgage (gold)..... | 12,000,000 | 7* | March & Sept. | " " " | 1902 | .... | 1st Mortgage of 1853..... | 490,000 | 7 | Jan. & July. | Camden. | 1873 | 101 |
| 3d Mortgage (gold) Income..... | 29,000,000 | 7* | May & Nov. | " " " | 1902 | .... | 2d Mortgage of 1854..... | 500,000 | 7 | April & Oct. | " " " | 1879 | .... |
| Atlantic and Gulf: | | | | | | | Camden and Burlington County: | | | | | | |
| Consolidated (285 m.) free U. S. tax | 2,000,000 | 7 | Jan. & July. | New York. | 1897 | .... | Consolidated 1st Mortgage..... | 388,000 | 6 | Feb. & Aug. | Philadelphia. | '70-'97 | .... |
| Sectional (S. A. & G. R. R.) bonds | 310,000 | 7 | " " " | " " " | var. | .... | Canada, Michigan and Chicago: | | | | | | |
| 1st Mortgage (S. Ga. & Fla. R. R.) | 464,000 | 7 | May & Nov. | " " " | 1888 | .... | 1st Mort. (skg fd) for \$2,750,000..... | | 7 | " " " | New York. | .... | .... |
| 2d Mortgage (S. Ga. & Fla. R. R.) | 200,000 | 7 | " " " | " " " | 1889 | .... | Canada Southern: | | | | | | |
| Atlantic and Lake Erie: | | | | | | | 1st Mort (skg fd) d'gd for \$9,000,000 | | 7* | Jan. & July. | New York. | 1900 | .... |
| 1st Mort. (gold) for \$5,000,000..... | | 7* | Jan. & July. | New York. | 1901 | .... | Carthage & Burlington (C.B. & Q.): | | | | | | |
| Atlantic, Miss. and Ohio (428 m.): | | | | | | | 1st Mortgage guar. and tax free.. | 600,000 | 8 | May & Nov. | New York. | 1879 | .... |
| 1st Mortgage for \$15,000,000..... | | 7 | Jan. & July. | New York. | 1901 | .... | Catawissa: | | | | | | |
| Atlantic and North Carolina: | | | | | | | 1st Mortgage (old)..... | 230,000 | 7 | Feb. & Aug. | Philadelphia. | 1882 | .... |
| 1st Mortgage..... | 200,000 | 8 | Jan. & July. | New York. | 1873 | .... | 1st Mortgage (new)..... | 1,300,000 | 7 | " " " | " " " | 1900 | 100 |
| Atlantic and Pacific: | | | | | | | Chattel Mortgage..... | 208,850 | 10 | " " " | " " " | '80-'89 | .... |
| Land Mortgage gold bonds..... | 3,000,000 | 6* | Jan. & July. | New York. | 1888 | .... | Cazenovia and Canastota: | | | | | | |
| 1st Mort. (So. Pac. R. R.) gold b'ds | 7,250,000 | 6* | " " " | " " " | 1888 | .... | 1st Mortgage, gold..... | 250,000 | 7 | Feb. & Aug. | New York. | 1890 | .... |
| Atlantic and St. Lawrence: | | | | | | | Cedar Falls and Minnesota (H. C.): | | | | | | |
| 1st Mortgage (sterling) of 1853.... | 484,000 | 6* | May & Nov. | London. | 1878 | .... | 1st Mort. (C. F. to Waverly)..... | 294,000 | 7 | April & Oct. | New York. | 1884 | 50 |
| 2d Mortgage (sterling) of 1864.... | 1,499,966 | 6* | April & Oct. | " " " | 1884 | .... | 1st Mort. (W. to Minn. Line)..... | 1,377,000 | 7 | Jan. & July. | " " " | 1907 | .... |
| 3d Mortgage (sterling) of 1871.... | 712,932 | 6* | May & Nov. | " " " | 1891 | .... | Cedar Rapids & Mo. Riv. (C. & N. W.): | | | | | | |
| 1st Mortgage, Portland Loan..... | 787,000 | 6 | " " " | N. Y. & Bos'tn. | 1871 | .... | 1st Mortgage, 1st Div. \$10,000pm | 700,000 | 7 | Feb. & Aug. | New York. | 1891 | 89 |
| Bald Eagle Valley: | | | | | | | 1st Mortgage 2d Div. \$10,000 p. m. | 582,000 | 7 | " " " | " " " | 1894 | .... |
| 1st Mortgage..... | 371,200 | 6 | Jan. & July. | Philadelphia. | 1881 | .... | 1st Mortgage 3d Div. \$16,000 p. m. | 2,332,000 | 7 | May & Nov. | " " " | 1916 | 83 |
| 2d Mortgage..... | 100,000 | 7 | " " " | " " " | 1884 | .... | Central Branch Union Pacific: | | | | | | |
| Baltimore and Ohio: | | | | | | | 1st Mort. (Atch. & Pike's Peak). | 1,600,000 | 6* | May & Nov. | New York. | 1895 | .... |
| Loan of 1855-'76..... | 863,250 | 6 | Jan. & July. | Baltimore. | 1875 | 98 | 2d Mortgage Govern't subsidy. | 1,600,000 | 6 | Jan. & July. | " " " | 1895 | .... |
| Loan of 1850-'80..... | 679,500 | 6 | " " " | " " " | 1880 | 95 1/2 | Central of Georgia: | | | | | | |
| Loan of 1855-'95..... | 1,710,500 | 6 | April & Oct. | " " " | 1885 | 97 1/2 | 1st Mortgage..... | 789,000 | 7 | March & Sept. | New York. | 1875 | .... |
| Loan of 1855-'90 (Balt.) skg fd. | 3,645,983 | 6 | Jan. & July. | " " " | 1890 | .... | Central of Iowa: | | | | | | |
| Loan of 1870-'95 (etc.) skg fund. | 3,788,752 | 6 | March & Sept. | London. | 1895 | .... | 1st Mortgage, gold, \$16,000 p. m. | 3,248,000 | 7* | Jan. & July. | New York. | 1899 | 91 |
| 2d Mort. (N. W. Va. R. R.) assumed | 485,500 | 6 | Jan. & July. | Baltimore. | 1873 | 100 | 2d Mortgage, gold, \$4,000 p. m. | 812,000 | 7* | April & Oct. | " " " | 1901 | 90 |
| 3d Mort. (N. W. Va. R. R.) assumed | 140,000 | 6 | " " " | " " " | 1885 | 92 | Central of New Jersey: | | | | | | |
| Baltimore and Potomac: | | | | | | | 2d (now 1st) Mortgage (balance) | 170,000 | 7 | May & Nov. | New York. | 1875 | 100 |
| 1st Mort. (Tunnel) gold guar..... | 1,600,000 | 6* | Jan. & July. | Baltimore. | 1911 | .... | New Mortgage for \$5,000,000..... | 4,824,000 | 7 | Feb. & Aug. | " " " | 1890 | 103 |
| 1st Mortgage (R. R.) gold guar..... | 3,500,000 | 6* | April & Oct. | " " " | 1911 | .... | Loan of Le. U. & Nav. Co. (ast'd) | 2,310,000 | 6 | J. A. & J. O. | Philadelphia. | 1897 | .... |
| Bangor and Piscataquis: | | | | | | | Central Ohio (B. & O.): | | | | | | |
| 1st Mortgage (Bangor loan)..... | 600,000 | 6 | April & Oct. | Bangor. | 1899 | .... | 1st Mortgage guaranteed..... | 2,500,000 | 6 | March & Sept. | Baltimore. | 1890 | 80 |
| 1st Mort. (Bangor loan) extens'n | 122,000 | 7 | " " " | " " " | 1901 | .... | Central Pacific of California: | | | | | | |
| Bay City and East Saginaw: | | | | | | | 1st Mortgage, 30 years bonds, gold | 25,885,000 | 6* | Jan. & July. | New York. | '95-'99 | .... |
| 1st Mort. guar. by F. & P. Mfg. Co. | 100,000 | 10 | Jan. & July. | Detroit. | 1886 | .... | Convertible 20 years bonds, gold | 1,500,000 | 7* | " " " | " " " | 1883 | .... |
| Bedford and Bridgeport: | | | | | | | State Aid B'ds (Int. by State) gold | 1,500,000 | 7* | " " " | " " " | 1885 | 110 |
| 1st Mortgage..... | 500,000 | 8 | April & Oct. | Philadelphia. | 1891 | .... | 1st Mort. (Western Pacific) gold | 2,735,000 | 6* | " " " | " " " | 1899 | .... |
| Belfast and Moosehead Lake: | | | | | | | 1st Mort. (Calif. & Oregon) gold | 6,000,000 | 6* | " " " | " " " | '89-'91 | .... |
| 1st Mortgage (gold)..... | 150,000 | 6 | May & Nov. | Portland. | 1890 | .... | 1st Mort. (S. Fr. Okld & Ala.)..... | 1,500,000 | 8* | " " " | San Francisco | 1890 | .... |
| Belleville and Southern Illinois: | | | | | | | 1st Mort. (San Joaquin V. D.) gold | 6,090,000 | 6* | April & Oct. | New York. | 1900 | .... |
| 1st Mort. guar. by St. L. A. & T. H. | 1,100,000 | 8 | April & Oct. | New York. | 1896 | 96 | Land bonds (Cen. Pac. Co.) gold | 9,153,000 | 6* | " " " | " " " | 1890 | .... |
| Beloit and Madison (C. & N. W.): | | | | | | | Charleston and Savannah: | | | | | | |
| 1st Mortgage..... | 388,000 | 7 | Jan. & July. | New York. | 1888 | .... | 1st Mortgage guar. by S. Car..... | 505,000 | 6 | March & Sept. | Charleston. | 1877 | .... |
| Belvidere Delaware: | | | | | | | Funded Interest on 1st Mort..... | 157,400 | 7 | " " " | " " " | 1889 | .... |
| 1st Mortgage (guar. by C. &) | 1,000,000 | 6 | June & Dec. | New York. | 1877 | 92 | Charlotte, Columbia & Augusta: | | | | | | |
| 2d Mortgage (" A. Co. and) | 498,500 | 6 | March & Sept. | Princeton. | 1885 | 83 | 1st Mortgage..... | 2,100,000 | 7 | Jan. & July. | New York. | 1895 | .... |
| 3d Mortgage (Penn. R. R. Co.) | 745,000 | 6 | Feb. & Aug. | " " " | 1887 | 82 | Chartiers: | | | | | | |
| Blue Ridge, (B. Car.): | | | | | | | 1st Mort. guar. by Penna..... | 400,000 | 7 | April & Oct. | Philadelphia. | 1901 | .... |
| 1st Mortgage guar. by State, gold | 4,000,000 | 7* | Jan. & July. | Charleston. | 1898 | .... | Cheraw and Darlington: | | | | | | |
| Boston and Albany: | | | | | | | 1st Mortgage dated Jan. 1, 1871. | 150,000 | 8 | April & Oct. | Charleston. | 1888 | .... |
| 1st Mortgage (Agricultural Br.)..... | 400,000 | 6 | Jan. & July. | Boston. | 1884 | .... | 2d Mortgage dated Jan. 1, 1869. | 75,000 | 7 | Jan. & July. | " " " | 1888 | .... |
| 1st Mortgage (Equalization)..... | 248,000 | 7 | " " " | " " " | 1889 | 90 | Cheraw and Salisbury: | | | | | | |
| 1st Mortgage (Consolidated)..... | 183,000 | 7 | " " " | " " " | 1890 | 90 | 1st Mortgage for \$250,000..... | | 8 | Jan. & July. | Charleston. | 1891 | .... |
| Equipment M'g..... | 100,000 | 8 | April & Oct. | " " " | 1881 | 95 | Cherokee: | | | | | | |
| Boston, Concord and Montreal: | | | | | | | 1st Mort. guar. by Ga. \$12,500p.m. | | 7 | June & Dec. | Atlanta. | 1891 | .... |
| Sinking Fund (consolidated)..... | 624,000 | 6 | Jan. & July. | Boston. | 1889 | .... | Cherry Valley, Sharon & Albany: | | | | | | |
| 1st Mortgage (21 m.)..... | 74,000 | 6 | Feb. & Aug. | New York. | 1865 | .... | 1st Mort. con. guar. by A. & S. Co. | 300,000 | 7 | June & Dec. | New York. | 1899 | .... |
| 1st Mort. (22 m.) convertible | 150,000 | 6 | Jan. & July. | Boston. | 1870 | .... | Chesapeake and Ohio: | | | | | | |
| 1st Mortgage (22 m.) " " | 200,000 | 7 | " " " | New York. | 1870 | .... | 1st M. (gold) skg fd for \$15,000,000 | 10,000,000 | 6* | May & Nov. | New York. | 1899 | .... |
| Boston, Hartford and Erie: | | | | | | | 1st Mort. (Va. Cn'd) guar. by Va. | 100,000 | 6 | Jan. & July. | " " " | 1880 | 81 |
| 1st Mortgage (old)..... | 64,000 | 7 | March & Sept. | Boston. | 1884 | 43 1/2 | 2d Mort. (") coupon..... | 196,000 | 6 | " " " | " " " | 1872 | .... |
| 1st Mortgage (Berdell)..... | 18,000,000 | 7 | Jan. & July. | " " " | 1899 | .... | 3d Mort. (") coupon..... | 918,000 | 6 | " " " | " " " | 1884 | .... |
| 1st Mortgage (guar. by Erie..... | 5,000,000 | 7 | " " " | New York. | 1899 | 56 | Income (") coupon..... | 300,000 | 8 | " " " | " " " | 1876 | .... |
| Mass. I. (secl'd by \$4,000,000 Bcr.) | 3,000,000 | 7* | " " " | " " " | 1899 | .... | Funded Interest, coupon..... | 100,500 | 8 | " " " | " " " | 1877 | .... |
| Boston and Lowell: | | | | | | | Cheshire: | | | | | | |
| 1st Mortgage..... | 200,000 | 8 | April & Oct. | Boston. | 1879 | 94 1/2 | Coupon bonds (no Mort.)..... | 809,400 | 6 | Jan. & July. | Boston. | '75-'80 | .... |
| | | | | | | | Chester Creek: | | | | | | |
| | | | | | | | 1st Mortgage, guar. by P. W. & B. | 185,000 | 6 | Jan. & July. | Philadelphia | 1903 | .... |

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

| Description of Bonds. | Amount. | Rate. | Interest Payable. | | Due. | Price. | Description of Bonds. | Amount. | Rate. | Interest Payable. | | Due. | Price. |
|--|-------------|-------|-------------------|---------------|------|---------|---------------------------------------|------------|-------|-------------------|---------------|----------|---------|
| | | | When. | Where. | | | | | | When. | Where. | | |
| Chester & Chicago Br. Junction: | | | | | | | Cinc. & Indiana (Ind. C. & La.F.): | | | | | | |
| 1st Mort. for \$1,000,000 skg fund | \$1,000,000 | 10 | May & Nov. | St. Louis. | 1877 | .... | 1st Mortgage guaranteed..... | \$500,000 | 7 | June & Dec. | New York. | 1892 | .... |
| Chester and Tamaroa: | | | | | | | 2d Mortgage guaranteed..... | 1,500,000 | 7 | Jan. & July. | " " | " 77-87 | .... |
| 1st Mortgage..... | 600,000 | 7* | May & Nov. | New York. | 1901 | .... | Cinc., Richmond & Fort Wayne: | | | | | | |
| Chester Valley: | | | | | | | 1st Mortgage gold, guar..... | 1,800,000 | 7* | June & Dec. | New York. | 1921 | .... |
| 1st Mortgage (in default)..... | 500,000 | 7 | May & Nov. | Philadelphia. | 1872 | .... | Cincinnati, Sandusky and Clev.: | | | | | | |
| Chicago and Alton: | | | | | | | 1st Mortgage (C. S. & C.)..... | 1,067,421 | 7 | June & Dec. | New York. | 1890 | 83 |
| 1st Mortgage, pref. sinking fund. | 256,000 | 7 | May & Nov. | New York. | 1877 | 101 1/2 | 1st Mort. (San. Day. & Cin.) S.F. | 988,000 | 6 | Feb. & Aug. | Boston. | 1900 | .... |
| 1st Mortgage..... | 2,400,000 | 7 | Jan. & July. | " " | 1893 | 96 1/2 | 1st Mort. (San. City and Ind.).. | 350,000 | 7 | March & Sept. | " " | 1877 | .... |
| 2d Mortgage Income..... | 1,100,000 | 7 | April & Oct. | " " | 1883 | .... | Cincinnati and Springfield: | | | | | | |
| 1st Mort. (St. L.J. & C.) assumed | 564,000 | 7 | Jan. & July. | " " | 1894 | .... | 1st Mortgage for \$2,000,000 (guar) | ..... | 7 | April & Oct. | New York. | 1901 | .... |
| 2d Mort. (") | 188,600 | 7 | Jan. & July. | " " | 1898 | .... | Cincinnati and Terre Haute: | | | | | | |
| Chicago, Burlington and Quincy: | | | | | | | 1st Mort. (Ind. Div.) for \$6,000,000 | ..... | 7 | — & — | New York. | 1901 | .... |
| Trust Mortgage skg fund..... | 2,825,000 | 8 | Jan. & July. | New York. | 1883 | 112 1/2 | Cincinnati, Wabash and Mich.: | | | | | | |
| Trust Mortgage, skg fund conv. | 150,000 | 8 | Jan. & July. | " " | 1883 | .... | 1st Mortgage for \$16,000 p. m.... | ..... | 7 | Jan. & July. | New York. | 1891 | .... |
| Trust Mortgage (Burl. to Peoria) | 400,000 | 7 | April & Oct. | " " | 1890 | 99 | Clev., Col., Cin. & Indianapolis: | | | | | | |
| 2d Mort. (Northern Cross) gold.. | 941,000 | 4 1/2 | July. | Frankfort. | 1890 | .... | 1st Mortgage sinking fund..... | 2,064,000 | 7 | May & Nov. | New York. | 1899 | 102 1/2 |
| Loan of 1872..... | 738,000 | 8 | Jan. & July. | New York. | 1902 | .... | 1st Mort. (C., C. and O. R. R.)... | 323,000 | 7 | June & Dec. | " " | " 71-84 | .... |
| 1st Mort. (Am. Cen. R.R.) guar. | 600,000 | 8 | Jan. & July. | " " | 1878 | .... | 1st Mort. (Bell. and Ind. R.R.)... | 616,000 | 7 | Jan. & July. | " " | " 70-76 | .... |
| 1st Mort. (Peo. & Han.) guar..... | 600,000 | 8 | Jan. & July. | " " | 1879 | .... | Clev. & Mahoning (A. & Gt. Wm.): | | | | | | |
| 1st Mort. (Keok. & St. Paul) guar. | 1,000,000 | 8 | April & Oct. | " " | 1889 | 95 1/2 | 1st Mortgage 1863..... | 650,000 | 7 | Feb. & Aug. | New York. | 1873 | .... |
| 1st Mort. (Dix., Peo. & Han.) guar | 800,000 | 8 | Jan. & July. | " " | 1889 | .... | 3d Mortgage (sinking fund) 1866 | 487,900 | 8 | March & Sept. | " " | 1876 | .... |
| 1st Mort. (Car. & Burl.) guar..... | 600,000 | 8 | May & Nov. | " " | 1879 | .... | 1st Mort. (Branch) 1863..... | 71,000 | 7 | Jan. & July. | " " | 1873 | .... |
| 1st Mort. (Quincy & War.) guar. | 800,000 | 8 | Jan. & July. | " " | 1890 | 100 1/2 | Clev., Mt. Vernon and Delaware: | | | | | | |
| 1st Mort. (O., O. & Fox Rv.) guar. | 1,260,000 | 8 | Jan. & July. | " " | 1900 | 100 | 1st Mortgage gold..... | 1,500,000 | 7* | Jan. & July. | New York. | 1900 | .... |
| 1st Mort. (Ill. Gr. Trunk) guar. | 900,000 | 8 | April & Oct. | " " | 1890 | 101 | Cleveland and Pittsburg (Pa. Co.): | | | | | | |
| Chicago, Cincinnati and Louisv.: | | | | | | | 2d (now 1st) Mortgage guar..... | 790,500 | 7 | March & Sept. | New York. | 1873 | .... |
| 1st Mortgage..... | 1,000,000 | 7 | Jan. & July. | New York. | 1887 | .... | 3d (now 2d) Mortgage guar..... | 1,358,000 | 7 | May & Nov. | " " | 1875 | 100 |
| Chicago, Clinton & Dubuque: | | | | | | | 4th (now 3d) Mortgage guar..... | 1,096,000 | 6 | Jan. & July. | " " | 1892 | 94 1/2 |
| 1st Mort. guar. C., B. & Q..... | 1,300,000 | 8 | Jan. & July. | Boston. | 1896 | 80 | Consol. sinking fund guar..... | 528,000 | 7 | May & Nov. | " " | 1900 | 83 1/2 |
| Chicago, Danville and Vincennes: | | | | | | | Colebrookdale: | | | | | | |
| 1st Mortgage (Ill. Div.) gold.... | 2,500,000 | 7* | April & Oct. | New York. | 1909 | 90 | 1st Mort. guar. by Ph. and Rdg. | 584,700 | 6 | June & Dec. | Philadelphia. | 1893 | .... |
| 1st Mortgage (Ind. Div.) gold.... | 1,500,000 | 7* | " " | " " | 1912 | .... | Colorado Central (3 ft. gauge): | | | | | | |
| Chicago, Dubuque & Minnesota: | | | | | | | 1st Mortgage..... | 225,000 | 8 | June & Dec. | Boston. | 1890 | .... |
| 1st Mortgage guar. \$25,000 p. m. | 4,100,000 | 8 | June & Dec. | Boston. | 1896 | 80 | Columbus, Chicago & Ind. Cent.: | | | | | | |
| 1st Mortgage for \$19,000 p. m.... | ..... | 8 | March & Sept. | New York. | 1900 | .... | 1st Mortgage Consol. skg fund.... | 15,344,750 | 7 | April & Oct. | New York. | 1908 | 89 |
| Chicago and Iowa: | | | | | | | 2d Mortgage Consol. skg fund.... | 3,679,900 | 7 | Feb. & Aug. | " " | 1909 | 73 |
| 1st Mortgage for \$2,200,000..... | 1,750,000 | 8 | Jan. & July. | New York. | 1900 | 95 | Columbus, Springfield and Cin.: | | | | | | |
| Chicago, Iowa and Nebraska: | | | | | | | 1st M. (assumed by Cinn., S. & C.) | 1,000,000 | 7 | March & Sept. | New York. | 1901 | .... |
| 2d Mort. (now 1st) guar. C. & N.W | 592,000 | 7 | Jan. & July. | Boston. | 1880 | .... | Columbus and Hocking Valley: | | | | | | |
| 3d Mort. (now 2d) guar. C. & N.W | 218,000 | 7 | Feb. & Aug. | New York. | 1892 | .... | 1st Mortgage skg fund..... | 1,500,000 | 7 | April & Oct. | New York. | 1897 | .... |
| Chicago and Northwestern: | | | | | | | 1st Mortgage (Branch)..... | 300,000 | 7 | Jan. & July. | " " | 1880 | .... |
| Preferred sinking fund (193 m.)... | 1,245,500 | 7 | Feb. & Aug. | New York. | 1885 | 100 | General Mortgage..... | 1,000,000 | 7 | April & Oct. | " " | 1891 | .... |
| Funded coupons (193 m.)..... | 755,000 | 7 | May & Nov. | " " | 1883 | 97 | Columbus and Xenia: | | | | | | |
| General 1st Mortgage (193 m.)... | 3,588,000 | 7 | Feb. & Aug. | " " | 1885 | 98 1/2 | 1st Mortgage, guar. by Pa. Co.... | 302,000 | 6 | March & Sept. | New York. | 1810 | .... |
| Appleton Ext. (23 m. & 76,000 ac.) | 182,000 | 7 | " " | " " | 1885 | .... | Connecticut and Passumpsic Riv.: | | | | | | |
| Green Bay Ext. (26 m. & 76,000 ac.) | 300,000 | 7 | " " | " " | 1885 | .... | 1st Mortgage sinking fund..... | 448,100 | 6 | June & Dec. | Boston. | 1876 | 104 1/2 |
| Equipm't (Engs. & Cars \$400,000.) | 101,000 | 7 | April & Oct. | " " | 1874 | .... | Notes payable, conv. at par..... | 594,000 | 7 | " " | " " | 1876 | 100 |
| 1st Mort. (Gal. & Chic. 248 m.)... | 1,785,000 | 7 | Feb. & Aug. | " " | 1882 | 102 1/2 | 1st Mort. (Massachusetts) guar. gold | 400,000 | 6* | Jan. & July. | " " | 1889 | .... |
| 2d Mort. (Gal. & Chic. 248 m.)... | 948,000 | 7 | May & Nov. | " " | 1875 | 98 1/2 | Connecticut River: | | | | | | |
| Miss. Riv. Bridge (")..... | 200,000 | 7 | Jan. & July. | " " | 1884 | .... | 1st Mortgage skg fund..... | 250,000 | ..... | March & Sept. | Boston. | 1878 | .... |
| Elgin & State Line (")..... | 135,000 | 7 | " " | " " | 1878 | .... | Connecticut Valley: | | | | | | |
| 1st Mort. (Peninsula 70 m. & land) | 767,000 | 7 | March & Sept. | " " | 1898 | 95 | 1st Mortgage..... | 1,000,000 | 7 | Jan. & July. | New York. | 1901 | .... |
| Consol. skg fund (C. & N.W. R'y) | 2,550,000 | 7 | F. M. A. & N. | " " | 1915 | 92 | Connecticut Western: | | | | | | |
| Equipm't (Eng. & Cars \$2,750,000) | 275,000 | 10 | May & Nov. | " " | 1871 | .... | 1st Mortgage for \$2,500,000..... | 2,008,500 | 7 | Jan. & July. | Hartford. | 1890 | .... |
| 1st Mort. (Madison Exten.) gold. | 3,150,000 | 7* | " " | " " | 1911 | .... | Connecting (Philadelphia): | | | | | | |
| 1st Mort. (Menominee Exten.) gold. | 2,700,000 | 7* | June & Dec. | " " | 1911 | .... | 1st Mort. ABCD & E \$200,000 each | 1,000,000 | 6 | March & Sept. | Philadelphia. | 1,2,3,4. | 87 |
| 1st Mort. (Chi. & Mil. R.R.) guar. | 397,000 | 7 | May & Nov. | " " | 1874 | .... | Cooperstown and Susq. Valley: | | | | | | |
| 2d Mort. (Mil. & Chi. R.R.) guar. | 182,000 | 7 | Feb. & Aug. | " " | 1874 | .... | 1st Mortgage..... | 100,000 | 7 | March & Sept. | New York. | 1889 | .... |
| 3d Mort. (") guar. | 10,500 | 7 | June & Dec. | " " | 1898 | .... | Cowanesque Valley: | | | | | | |
| 1st Mort. (Chi. & Mil. R.W.) guar. | 1,135,000 | 7 | Jan. & July. | " " | 1898 | 93 | 1st Mortgage gold..... | 160,000 | 7* | Jan. & July. | New York. | 1902 | .... |
| 1st Mort. (Bet. & Mad. R.R.) guar. | 333,000 | 7 | " " | " " | 1888 | .... | Cumberl'd & Penn. (Consol. Coal): | | | | | | |
| Chicago & Northern Pac. Air-L.: | | | | | | | 2d Mortgage..... | 903,500 | 7 | March & Sept. | New York. | 1891 | .... |
| 1st Mort. (skg f'd gold \$25,000/pm) | ..... | 7* | June & Dec. | New York. | 1902 | .... | 2d Mortgage, sinking fund..... | 709,000 | 7 | May & Nov. | " " | 1888 | .... |
| Chicago & Mich. Lake Shore: | | | | | | | Cumberland Valley: | | | | | | |
| 1st Mort. of Sept. 1, '69, \$16,000/pm | 1,350,000 | 8 | May & Nov. | New York. | 1889 | 80 | 1st Mortgage..... | 161,000 | 8 | April & Oct. | Philadelphia. | 1904 | .... |
| 1st Mort. of Nov. 1, '71, \$16,000/pm | ..... | 8 | March & Sept. | " " | 1891 | .... | 2d Mortgage..... | 109,500 | 8 | Jan. & July. | " " | 1908 | .... |
| Chicago, Omaha and St. Joseph: | | | | | | | Plain bonds..... | 81,800 | 6 | Jan. & July. | " " | 1884 | .... |
| 1st Mortgage for \$8,000,000..... | ..... | 8 | April & Oct. | New York. | 1901 | .... | Danbury and Norwalk: | | | | | | |
| Chicago and Paducah (C. B. & Q.): | | | | | | | 1st Mortgage of July 1, 1860.... | 100,000 | 7 | Jan. & July. | New York. | 1880 | .... |
| 1st Mortgage \$26,000 p. m. gold. | ..... | 7* | ..... | Boston. | 1901 | .... | 1st Mortgage of July 1, 1870.... | 200,000 | 7 | " " | " " | 1890 | .... |
| Chi., Pekin & Southw'n (C.B. & Q.) | | | | | | | Danv., Hazleton & Wilkesbarre: | | | | | | |
| 1st Mortgage for \$1,600,000 gold. | 700,000 | 7* | Feb. & Aug. | Boston. | 1901 | .... | 1st Mortgage..... | 1,400,000 | 7 | April & Oct. | Philadelphia. | 1887 | 80 |
| Chicago, Rock Island and Pacific: | | | | | | | Davenport and St. Paul: | | | | | | |
| 1st Mortgage (C. & R.I.) balance | 104,000 | 7 | Jan. & July. | New York. | 1870 | .... | 1st Mort. gold skg f'd \$20,000 p.m. | 3,000,000 | 7* | Jan. & July. | New York. | 1890 | .... |
| 1st Mort. skg fund (C. R.I. & Pac.) | 8,600,000 | 7 | " " | " " | 1896 | 100 1/2 | Dayton and Michigan (C.H. & D.): | | | | | | |
| Chi. & Southw'n (C. R.I. & Pac.): | | | | | | | 1st Mortgage sinking fund guar. | 2,733,000 | 7 | Jan. & July. | New York. | 1884 | .... |
| 1st Mort. gold, tax free, guar..... | 5,000,000 | 7* | May & Nov. | New York. | 1889 | 107 | 2d Mortgage..... | 642,000 | 7 | March & Sept. | " " | 1887 | .... |
| 1st Mortgage gold, Atchison Br. | 1,000,000 | 7* | June & Dec. | " " | 1901 | .... | 3d Mortgage, guar..... | 700,000 | 7 | April & Oct. | " " | 1888 | .... |
| Chicago & Wisconsin Midland: | | | | | | | Toledo Depot bonds guar..... | 169,500 | 7 | March & Sept. | " " | " 81-94 | .... |
| 1st Mort. g'd skg f'd for \$41,000,000 | ..... | 7* | Jan. & July. | New York. | 1902 | .... | Dayton and Union: | | | | | | |
| Chicago and Superior: | | | | | | | 1st Mortgage, registered..... | 140,000 | 7 | March & Sept. | New York. | 1879 | .... |
| 1st Mortgage (Mad. & Portage) g'd | 600,000 | 7* | April & Oct. | New York. | 1900 | .... | 2d Mortgage..... | 1 | | | | | |

AMERICAN RAILROAD BOND LIST.

Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

| Description of Bonds. | Amount. | Rate. | Interest Payable. | | Due. | Price. | Description of Bonds. | Amount. | Rate. | Interest Payable. | | Due. | Price. | |
|---------------------------------------|-------------|-------|-------------------|---------------|---------|---------|-------------------------------------|------------|------------|-------------------|---------------|---------|---------|-------|
| | | | When. | Where. | | | | | | When. | Where. | | | |
| Detroit, Eel River and Illinois: | | | | | | | Framingham and Lowell: | | | | | | | |
| 1st Mortgage for \$22,000 p.m. | \$1,170,000 | 8 | Jan. & July. | New York. | 1891 | ..... | 1st Mortgage..... | \$477,683 | 7 | May & Nov. | Boston. | 1891 | ..... |  |
| Detroit, Hillsdale and Indiana: | | | | | | | Frederick and Pennsylvania Line: | | | | | | | |
| 1st Mort. \$16,000 p. m. guar. | 1,170,000 | 8 | June & Dec. | New York. | 1890 | ..... | 1st Mortgage gold..... | 250,000 | 6 1/2 | April & Oct. | Baltimore. | 1900 | ..... |  |
| 2d Mortgage..... | 300,000 | 8 | Jan. & July. | " | 1891 | ..... | Galena & Chic. Union (C.&N.W.): | | | | | | | |
| Detroit, Lansing & L. Michigan: | | | | | | | 1st Mortgage..... | 1,785,000 | 7 | Feb. & Aug. | New York. | 1882 | 102 1/2 | |
| 1st Mortgage (consolidation).... | 3,000,000 | 8 | April & Oct. | Boston. | 1896 | ..... | 2d Mortgage..... | 948,000 | 7 | May & Nov. | " | 1875 | 96 1/2 | |
| Detroit and Milwaukee: | | | | | | | Elgin and State Line Purchase.. | 185,000 | 6 | Jan. & July. | " | 1878 | ..... |  |
| 1st Mortgage, (D. & M.R.'y) conv. | 2,500,000 | 8 | May & Nov. | New York. | 1875 | ..... | Mississippi Bridge..... | 200,000 | 7 | " | " | 1884 | ..... |  |
| 2d Mortgage (")..... | 1,000,000 | 8 | " | " | 1875 | ..... | Georgia (and Banking): | | | | | | | |
| 1st Funded Coup. (D. & M.R.R.) | 625,924 | 7 | Jan. & July. | " | 1875 | ..... | Company bonds (debentures)... | 681,000 | 7 | Jan. & July. | Augusta. | '72-86 | ..... |  |
| 2d Funded Coup. (")..... | 375,734 | 7 | " | " | 1875 | ..... | Gilman, Clinton & Springfield: | | | | | | | |
| Oakl. & Ottawa R.R. etc. bonds | 150,867 | 6 1/2 | May & Nov. | London. | 1873 | ..... | 1st Mortgage gold..... | 2,000,000 | 7 1/2 | March & Sept. | N.Y. & Lond. | 1900 | ..... |  |
| Oakl. & Ottawa R.R. cur'y bonds | 51,000 | 7 | " | New York. | 1873 | ..... | 2d Mortgage gold..... | 1,000,000 | 8 1/2 | Jan. & July. | " | 1892 | ..... |  |
| Det. & Pontiac R.R. bonds..... | 250,000 | 7 | " | " | 1878 | ..... | Goshen and Deckertown: | | | | | | | |
| Det. & Pontiac R.R. bonds..... | 250,000 | 8 | Feb. & Aug. | " | 1886 | ..... | 1st Mortgage..... | 226,500 | 7 | Jan. & July. | New York. | 1888 | ..... |  |
| Detroit, Mon. & Tol. (L.S.H. & M.S.): | | | | | | | Grand Rapids & Indiana: | | | | | | | |
| 1st Mortgage Aug. 1, 1856..... | 924,000 | 7 | Feb. & Aug. | New York. | 1876 | 96 1/2 | 1st Mortgage guar. gold, tax free | 4,000,000 | 7 1/2 | Jan. & July. | New York. | 1899 | ..... |  |
| 1st Mortgage tax free..... | 894,000 | 7 | Jan. & July. | New York. | 1883 | ..... | 1st Mort. not guar. gold, tax free | 4,000,000 | 7 1/2 | April & Oct. | " | 1899 | ..... |  |
| Dubuque and Sioux City: | | | | | | | Grand River Valley (Mich. C.): | | | | | | | |
| 1st Mortgage tax free..... | 894,000 | 7 | Jan. & July. | New York. | 1883 | ..... | 1st Mort., assumed by Lessees... | 1,500,000 | 8 | Jan. & July. | New York. | 1886 | ..... |  |
| Dubuque Southwestern: | | | | | | | 2d Mortgage, guar. by Lessees... | 500,000 | 8 | March & Sept. | " | 1879 | 99 | |
| 1st Mortgage, guar. by Ill. Cen. | 450,000 | 7 | April & Oct. | New York. | 1883 | ..... | Grand Trunk (Ca.): | | | | | | | |
| 1st Mortgage, preferred & guar. | 100,000 | 7 | Jan. & July. | " | 1883 | ..... | Equipment Bonds £500,000..... | 2,500,000 | 6 1/2 | April & Oct. | London. | ..... | ..... |  |
| Dunkirk, Warren and Pittsburg: | | | | | | | Equipment Bonds No. 2 £270,500 | 1,350,000 | 6 1/2 | " | " | ..... | ..... |  |
| 1st Mortgage gold tax free..... | 1,190,000 | 7 1/2 | June & Dec. | New York. | 1900 | ..... | Postal & Military b'ds £1,200,000 | 6,000,000 | 6 1/2 | Feb. & Aug. | " | ..... | ..... |  |
| Dutchess and Columbia: | | | | | | | 1st Preference Bonds £2,838,335. | 14,191,675 | 5 1/2 | Jan. & July. | " | ..... | ..... |  |
| 1st Mortgage Jan. 1, 1868..... | 1,500,000 | 7 | Jan. & July. | New York. | 1908 | ..... | 2d Preference Bonds £1,685,765. | 8,428,825 | 4 1/2 | " | " | ..... | ..... |  |
| East Alabama and Cincinnati: | | | | | | | Provincial Debent's £3,111,500 | 15,557,500 | 5 | " | Ottawa. | ..... | ..... |  |
| 1st Mort. end. \$16,000 p.m. by Ala. | ..... | 8 | Jan. & July. | " | 1890 | ..... | Great Western of Canada: | | | | | | | |
| East Brandywine & Waynesburg: | | | | | | | Perpetual Debentures Stock..... | 227,273 | 5 | Jan. & July. | London. | perp. | ..... |  |
| 1st Mortgage..... | 140,000 | 7 | Jan. & July. | Philadelphia. | 1885 | ..... | Common (Company) Bonds.... | 1,384,117 | 4 | " | " | '72-'73 | ..... |  |
| 2d Mortgage..... | 35,000 | 8 | " | " | 1873 | ..... | Common (") Bonds..... | 2,993,973 | 6 | May & Nov. | " | '73-'76 | ..... |  |
| East Pennsylvania (Ph. & Rd.): | | | | | | | Common (") Bonds..... | 2,662,067 | 5 1/2 | April & Oct. | " | '77-'78 | ..... |  |
| 1st Mortgage, guaranteed..... | 495,000 | 7 | March & Sept. | Philadelphia. | 1888 | 98 1/2 | Common (") Bonds..... | 4,867 | 5 | " | " | 1881 | ..... |  |
| East Tenn. & Georgia (E.T.V. & G.): | | | | | | | Common (") Bonds..... | 3,650,000 | 6 | June & Dec. | " | 1890 | ..... |  |
| 1st Mortgage..... | 870,000 | 6 | Jan. & July. | New York. | '76-'80 | ..... | Greenville and Columbia: | | | | | | | |
| East Tenn. & Vir. (E.T.V. & Ga.): | | | | | | | 1st Mortgage guar. by S. Car.... | 1,426,546 | 7 | Jan. & July. | New York. | '81-'80 | ..... |  |
| 1st Mortgage, endorsed..... | 175,000 | 6 | Jan. & July. | New York. | 1886 | ..... | 1st Mortgage not guaranteed..... | 376,766 | 7 | " | " | '81-'86 | ..... |  |
| East Tennessee, Virginia & Ga.: | | | | | | | Greenwich and Johnsonville: | | | | | | | |
| 1st Mort., skg fund for \$3,500,000 | 2,519,000 | 7 | Jan. & July. | New York. | 1890 | ..... | 1st Mortgage..... | 130,000 | 7 | May & Nov. | New York. | 1889 | ..... |  |
| Eastern (Mass.): | | | | | | | Hackensack & New York Ext.: .. | 300,000 | 7 | May & Nov. | New York. | 1889 | ..... |  |
| English Loan, July 1, 1862..... | 383,000 | 6 1/2 | Jan. & July. | London. | 1872 | ..... | 1st Mortgage, \$10,700 p.m..... | 7 | May & Nov. | New York. | 1889 | ..... |  |  |
| Loan of 1864-'74..... | 750,000 | 6 | Feb. & Aug. | Boston. | 1874 | 97 | Hannibal and Naples (T.W. & W.): | | | | | | | |
| 1st Mort. (Knox R.R.) assumed. | 194,400 | 6 | Jan. & July. | " | 1876 | 90 1/2 | 1st Mortgage..... | 675,000 | 7 | May & Nov. | New York. | 1898 | 90 | |
| Loan of 1865-'85..... | 160,000 | 6 | April & Oct. | " | 1885 | ..... | 2d Mortgage..... | 225,000 | 7 | Jan. & July. | " | 1890 | ..... |  |
| Loan of 1868-'88..... | 500,000 | 6 | March & Sept. | " | 1888 | ..... | Hannibal & Central Missouri: | | | | | | | |
| Loan of 1869-'89..... | 1,000,000 | 6 | May & Nov. | " | 1889 | 90 | 1st Mortgage gold, tax free..... | 1,000,000 | 7 | May & Nov. | New York. | 1890 | 88 | |
| Loan of 1872-'82..... | 1,600,000 | 7 | " | " | 1882 | 101 1/2 | 2d Mortgage..... | 250,000 | 7 | Feb. & Aug. | " | 1899 | ..... |  |
| Eastern Shore (Md.): | | | | | | | Hannibal and St. Joseph: | | | | | | | |
| 1st Mortgage..... | 400,000 | 6 | Jan. & July. | Baltimore. | 1880 | ..... | Missouri State Loan..... | 1,500,000 | 6 | Jan. & July. | New York. | '71-'77 | 92 | |
| 2d Mortgage..... | 180,000 | 6 | April & Oct. | " | 1886 | ..... | Missouri State Loan..... | 1,500,000 | 6 | " | " | '87-'88 | ..... |  |
| Elizabethtown and Paducah: | | | | | | | Six years Mortgage bonds (222m) | 55,000 | 10 | " | " | 1872 | ..... |  |
| 1st Mortgage, convertible..... | 3,000,000 | 8 | March & Sept. | New York. | 1890 | | Five years' notes (277 m.).... | 139,300 | 8 | " | Various. | " | 1874 | |
| Elmira and Williamsport (N.Cen.): | | | | | | | Fifteen years' bonds (277 m.)... | 3,476,000 | 8 | March & Sept. | " | 1885 | 92 1/2 | |
| 1st Mortgage guaranteed..... | 1,000,000 | 7 | Jan. & July. | Philadelphia. | 1880 | 97 | 1st Mort. (Q. & Palm R.R. 15 m.) | 600,000 | 8 | Feb. & Aug. | " | 1892 | ..... |  |
| Income Mortgage guaranteed..... | 570,000 | 5 | April & Oct. | " | 1872 | 57 | 1st Mort. (K. City & Cam. R.R. 55m) | 1,200,000 | 10 | Jan. & July. | " | 1886 | 100 | |
| Erie Railway: | | | | | | | General Land Mortgage (277 m.) | 1,134,100 | 7 | April & Oct. | " | 1888 | ..... |  |
| 1st Mortgage..... | 3,000,000 | 7 | May & Nov. | New York. | 1897 | 101 1/2 | General Mortgage conv. (277 m.) | 5,600 | 7 | Jan. & July. | " | 1888 | ..... |  |
| 2d Mortgage convertible..... | 4,000,000 | 7 | March & Sept. | " | 1879 | 99 1/2 | Harlem Extension: | | | | | | | |
| 3d Mortgage..... | 6,000,000 | 7 | " | " | 1883 | 95 | 1st Mortgage..... | 4,000,000 | 7 | Jan. & July. | New York. | 1890 | ..... |  |
| 4th Mortgage convertible..... | 4,441,000 | 7 | April & Oct. | " | 1880 | 95 | Harrisburg & Lancaster: | | | | | | | |
| 5th Mortgage convertible..... | 928,500 | 7 | June & Dec. | " | 1888 | 92 | 1st Mortgage, guar. by Pa. Co... | 700,000 | 6 | Jan. & July. | Philadelphia. | 1883 | 90 | |
| Buffalo Branch, 1st mortgage..... | 186,400 | 7 | Jan. & July. | " | 1891 | ..... | Hartford and New Haven: | | | | | | | |
| Sterling Loan (£1,000,000) conv. | 4,544,400 | 6 1/2 | March & Sept. | London. | 1875 | ..... | 1st Mortgage..... | 580,000 | 6 | Jan. & July. | Hartford. | 1873 | ..... |  |
| Consol. Mort. for \$30,000,000, g'd | 3,000,000 | 7 1/2 | " | NY & London. | 1920 | 95 | Hartford, Providence and Fishkill: | | | | | | | |
| Erie and Louisville: | | | | | | | 1st Mort. (R. L. 28.32 m.) skg fund | 481,000 | 7 | Jan. & July. | Providence. | 1876 | ..... |  |
| Mortgage of 1871..... | 1,000,000 | 7 | April & Oct. | New York. | 1901 | ..... | 1st Mort. (Conn. 96.04 m.) skg f d. | 1,574,500 | 7 | " | Hartford. | 1876 | ..... |  |
| Erie and Pittsburg (Penn.): | | | | | | | Holly, Wayne & Monroe (F&PM): | | | | | | | |
| 1st Mortgage..... | 372,800 | 7 | Jan. & July. | New York. | 1882 | ..... | 1st Mortgage guar., tax free..... | 1,000,000 | 8 | Jan. & July. | New York. | 1901 | ..... |  |
| 2d Mortgage..... | 115,200 | 7 | March & Sept. | " | 1890 | ..... | 1st Mortgage..... | 200,000 | 7 | Feb. & Aug. | New York. | 1870 | ..... |  |
| Consolidated Mortgage tax free. | 2,099,000 | 7 | Jan. & July. | " | 1893 | ..... | 2d Mortgage, sinking fund..... | 1,894,000 | 7 | June & Dec. | " | 1885 | 102 1/2 | |
| Equipment Mortgage..... | 600,000 | 7 | April & Oct. | " | 1890 | ..... | 3d Mortgage..... | 180,000 | 7 | May & Nov. | " | 1885 | ..... |  |
| European & N. American (Me.): | | | | | | | Hudson Connecting (NY & OMid): | | | | | | | |
| Bangor City Bonds (51 m. 55 m.) | 1,009,000 | 6 | Jan. & July. | N. Y. & Lond. | 1884 | ..... | 1st Mortgage gold..... | 400,000 | 7 1/2 | May & Nov. | New York. | 1902 | ..... |  |
| 1st L.M. (& 1st on 59, & 2d on 55m) | 2,009,000 | 6 1/2 | March & Sept. | " | 1899 | 87 | Huntingdon and Broad Top Mt.: .. | | | | | | | |
| Evansville and Crawfordville: | | | | | | | 1st Mortgage gold..... | 416,000 | 7 1/2 | April & Oct. | Philadelphia. | 1890 | 102 1/2 | |
| 1st Mortgage (main line) skg fund | 1,004,000 | 7 | Jan. & July. | New York. | 1889 | ..... | 2d Mortgage..... | 267,500 | 7 | Feb. & Aug. | " | 1875 | 88 | |
| 1st Mortgage..... | 150,000 | 7 | March & Sept. | " | 1889 | ..... | 3d Mortgage (Consol.)..... | 1,281,000 | 7 | April & Oct. | " | 1896 | 61 | |
| 1st Mort. (Rockville Extension). | 150,000 | 7 | Feb. & Aug. | " | 1881 | ..... | Illinois Central: | | | | | | | |
| Evansville, Henderson & Nashv.: .. | | | | | | | Construction bonds, cur. skg f'd. | 3,062,500 | 7 | April & Oct. | New York. | 1875 | 102 | |
| 1st Mortgage..... | 1,000,000 | 7 | Jan. & July. | New York. | 1897 | ..... | Construction bonds, coin..... | 832,000 | 6 1/2 | " | N.Y. & Lond. | 1875 | ..... |  |
| Evansville, Terre Haute & Chi.: .. | | | | | | | Redemption bonds, currency..... | 2,500,000 | 6 | " | New York. | 1890 | ..... |  |
| 1st Mortgage, gold..... | 750,000 | 7 1/2 | May & Nov. | New York. | 1900 | ..... | Redemption bonds, sterling..... | 2,500,000 | 6 1/2 | " | London. | 1875 | ..... |  |
| Fall River, Warren & Providence: | | | | | | | Indiana and Illinois Central: | | | | | | | |
| 1st Mortgage..... | 200,000 | 7 | Jan. & July. | Providence. | 1882 | ..... | 1st Mortgage gold..... | 3,500,000 | 7 1/2 | Jan. & July. | New York. | 1901 | ..... |  |
| Flint and Pere Marquette: | | | | | | | Indiana North and South: | | | | | | | |
| Land Mort. 1st series (55,241 a.). | 158,500 | 7 | May & Nov. | New York. | 1880 | ..... | 1st Mortgage for \$22,500 p.m. g'd | ..... | 7 1/2 | April & Oct. | New York. | 1901 | ..... |  |
| " 2d series (92,748 a.). | 221,000 | 7 | Jan. & July. | " | 1887 | ..... | Indianapolis, Blooming. & West.: .. | | | | | | | |
| " 3d series (82,091) (x.L.) | 2,046,000 | 8 | March & Sept. | " | 1885 | ..... | 1st Mortgage gold..... | 5,000,000 | 7 | April & Oct. | New York. | 1909 | ..... |  |
| F. & Holly lease (S.F. 25,000 p. a.) | 476,000 | 10 | May & Nov. | " | 1888 | ..... | 2d Mortgage..... | 1,600,000 | 8 | Jan. & July. | " | 1809 | ..... |  |
| Construction Loan..... | 165,000 | 8 | " | " | 1876 | ..... | Indianapolis & Vincennes: | | | | | | | |
| Florida: | | | | | | | 1st Mortgage guar. by Pa. Co... | 1,700,000 | 7 | Feb. & Aug. | New York. | 1908 | ..... |  |
| 1st Mortgage conv. gold..... | 2,300,000 | 7 1/2 | Jan. & July. | New York. | 1889 | ..... | 2d Mortgage guar. by Pa. Co... | 1,450,000 | 6 | May & Nov. | " | 1900 | ..... |  |
| Flushing & North Side (L. I.): | | | | | | | International (Texas): | | | | | | | |
| 1st Mortgage..... | 1,025,000 | 7 | May & Nov. | N. Y. & Lond. | 1910 | ..... | 1st Mort. gold, skg fund tax free | 16,000 p.m | 7 | April & Oct. | New York. | 1901 | ..... |  |
| Fonda, Johnston & Gloversville: | | | | | | | | | | | | | | |
| 1st Mortgage..... | 300,000 | 7 | Jan. & July. | New York. | 1890 | ..... |  |  |  |  |  |  |  |  |
| Fort Scott, Humboldt & Western: | | | | | | | | | | | | | | |
| 1st Mortgage \$20,000 p. m..... | ..... | 8 | Jan. & July. | New York. | 1891 | ..... |  |  |  |  |  |  |  |  |
| Fort Wayne, Jackson & Sag.: .. | | | | | | | | | | | | | | |
| 1st Mortgage traffic guarantee..... | 1,500,000 | 8 | Jan. & July. | New York. | 1889 | ..... |  |  |  |  |  |  |  |  |
| 2d Mortgage (Equipment)..... | 500,000 | 8 | April & Oct. | " | 1891 | ..... |  |  |  |  |  |  |  |  |
| Fort Wayne, Muncie & Cin.: .. | | | | | | | | | | | | | | |
| 1st Mortgage gold..... | 1,800,000 | 7 1/2 | April & Oct. | Boston. | 1899 | ..... |  |  |  |  |  |  |  |  |
| 2d Mortgage..... | 500,000 | 8 | Jan. & July. | " | 1896 | ..... |  |  |  |  |  |  |  |  |

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) added to rate of interest signifies "Payable in Coin."

| Description of Bonds. | Amount. | Rate. | Interest Payable. | | Due. | Price. | Description of Bonds. | Amount. | Rate. | Interest Payable. | | Due. | Price. |
|---|-------------|-------|-------------------|-----------------|-------|--------|--|-------------|-------|-------------------|---------------|-------|--------|
| | | | When. | Where. | | | | | | When. | Where. | | |
| Indianapolis, Cin. and Lafayette: | | | | | | | Lake Shore & Michigan So.: | | | | | | |
| 1st Mortgage (Ind. & Cin.) of 1868 | \$1,580,500 | 7 | April & Oct. | New York. | 1888 | .... | Sinking Fund Oct. 1, 1869..... | \$1,800,000 | 7 | April & Oct. | New York. | 1879 | 101 |
| 1st Mortgage (I. C. & L.F.) of 1867 | 2,770,000 | 7 | Feb. & Aug. | " " | 1897 | .... | Consol. registered July 1, 1870.... | 3,699,000 | 7 | J. A. J. & O. | " " | 1890 | 90 |
| 1st Mortgage (") of 1869 | 1,666,000 | 7 | June & Dec. | " " | 1899 | .... | Consol. coupon July 1, 1870..... | 1,334,000 | 7 | Jan. & July. | " " | 1890 | 101 |
| Indianapolis and St. Louis: | | | | | | | Dividend (Lake Shore) Ap. 1, '69 | 1,600,000 | 7 | April & Oct. | " " | 1890 | 90 |
| 1st Mort. gage..... | 2,000,000 | 7 | Jan. & July. | New York. | 1916 | .... | Sunbury July 1, 1854..... | 500,000 | 7 | Jan. & July. | " " | 1874 | .... |
| 1st Mortgage..... | 2,000,000 | 7 | March & Sept. | " " | 1916 | .... | Reg. Jan. 1, 1855 C.P. & A.R.R. | 1,000,000 | 7 | April & Oct. | " " | 1880 | 98 |
| 2d Mortgage..... | 1,000,000 | 7 | April & Oct. | " " | 1916 | .... | 3d Mort. Oct. 1, '67 | 1,000,000 | 7 | Jan. & July. | " " | 1892 | 94 |
| Equipment Mortgage..... | 500,000 | 8 | " " | " " | 1900 | .... | 1st Mort. (June R.R.) Dec. 1, 1852 | 115,000 | 7 | June & Dec. | " " | 1872 | .... |
| Iowa Eastern: | | | | | | | Skf Fund July 1, 1855 C. & Tol. | 2,014,000 | 7 | Jan. & July. | " " | 1885 | 99 |
| 1st Mortgage gold..... | 14,000pm | 7* | Jan. & July. | " " | 1881 | .... | Mort. April 1, 1866 | 864,000 | 7 | April & Oct. | " " | 1886 | 98 |
| Iowa Falls & Sioux City (Ill. Cen.): | | | | | | | 1st Mort. May 1, 1855 M.S. & N.I. | 5,256,000 | 7 | May & Nov. | " " | 1885 | 101 |
| 1st Mortgage guaranteed..... | 2,960,000 | 7 | Feb. & Aug. | New York. | 1902 | .... | 2d Mort. Oct 31, 1857 | 2,696,000 | 7 | " " | " " | 1877 | 98 |
| Iowa Midland (C. & N. W.): | | | | | | | Mort. Nov. 1, 1858 | 100,000 | 7 | May & Nov. | " " | 1873 | .... |
| 1st Mort., \$16,000 guar..... | ..... | 8 | April & Oct. | New York. | 1917 | .... | Mort. July 1, 1862 Buff. & Erie. | 200,000 | 7 | Jan. & July. | " " | 1882 | 95 |
| Ironton (Penn.): | | | | | | | Mort. Sept. 1, 1866 | 300,000 | 7 | March & Sept. | " " | 1886 | .... |
| 1st Mortgage..... | 100,000 | 7 | Feb. & Aug. | New York. | 1900 | 105 | Mort. April 1, 1868 | 3,000,000 | 7 | April & Oct. | " " | 1898 | 95 |
| Ithaca and Athens: | | | | | | | 1st Mort. Aug. 1, 1856 (D.M. & Tol.) | 924,000 | 7 | Feb. & Aug. | " " | 1876 | 90 |
| 1st Mortgage gold, skf fund..... | 600,000 | 7 | May & Nov. | Philadelphia. | 1875 | .... | 1st Mort. Sept. 1, 1869 (K. & W.P.) | 400,000 | 7 | Jan. & July. | " " | 1870 | .... |
| Jackson, Lansing & Saginaw (MO): | | | | | | | 1st Mort. Oct. 1, 1867 (Sch. & Th.R.) | 100,000 | 8 | " " | " " | 1887 | .... |
| 1st Mortgage..... | 1,495,000 | 8 | Jan. & July. | New York. | 1886 | 108 | 1st Mort. Oct. 1, 1867 (Kal. & Sch.) | 100,000 | 8 | " " | " " | 1887 | .... |
| 2d Mortgage..... | 500,000 | 8 | March & Sept. | " " | 1888 | .... | 1st M. July 1, '68 (Kal. Al. & Gr. R.) | 840,000 | 8 | " " | " " | 1888 | .... |
| 1st Mortgage, Northern Ext..... | 940,000 | 8 | May & Nov. | " " | 1890 | .... | 1st Mort. July 1, 1868 (J. & Frank.) | 500,000 | 7 | " " | " " | var | .... |
| Jacksonville, Pensac. and Mobile: | | | | | | | 2d Mort. Jun. 1, 1869 | 500,000 | 7 | June & Dec. | " " | 1894 | .... |
| 1st Mort. Florida State Loan g'd | 4,000,000 | 8 | Jan. & July. | New York. | 1900 | .... | Lawrence (P. F. W. & Chi.): | | | | | | |
| Jamestown & Frank. (L.S. & M. So.): | | | | | | | 1st Mortgage, guaranteed..... | 600,000 | 7 | April & Oct. | Philadelphia. | 1895 | .... |
| 2d Mortgage guaranteed..... | 496,000 | 7 | Jan. & July. | New York. | 1897 | .... | Leavenworth, Lawr. & N. West'n: | | | | | | |
| Jefferson (Erie): | | | | | | | 1st Mort. guar. by Pac. of Mo.: | 355,000 | 7 | Feb. & Aug. | New York. | 1899 | .... |
| 1st Mort. (Hawley Section)..... | 206,000 | 7 | June & Dec. | " " | 1894 | .... | Leaven, Lawrence & Galveston: | | | | | | |
| 2d Mort. (")..... | 94,000 | 7 | Jan. & July. | New York. | 1887 | .... | 1st Mort. skf fund conv., gold... | 5,000,000 | 10 | Jan. & July. | N. Y. & Bost. | 1890 | 85 |
| 1st Mort. (Carbondale Section)..... | 2,000,000 | 7 | " " | " " | 1889 | .... | Lehigh and Lackawanna: | | | | | | |
| Jeffersonville, Madison & Indian: | | | | | | | 1st Mortgage tax free..... | 300,000 | 7 | Feb. & Aug. | Philadelphia. | 1897 | .... |
| 1st Mortgage consol..... | 2,089,000 | 7 | " " | " " | 1889 | .... | Lehigh Valley: | | | | | | |
| 2d Mortgage consol..... | 2,000,000 | 7 | April & Oct. | New York. | 1906 | .... | 1st Mortgage (old loan)..... | 902,000 | 6 | May & Nov. | Philadelphia. | 1873 | 101 |
| 1st Mortgage (Ind. & Mad.) guar. | 397,000 | 7 | Jan. & July. | " " | 1910 | .... | 1st Mortgage (new loan) tax free | 3,546,000 | 6 | June & Dec. | " " | 1898 | 95 |
| 2d Mortgage (Jeffersonville R.R.) | 345,000 | 7 | May & Nov. | " " | 1882 | .... | 2d Mortgage for \$6,000,000 | 4,712,000 | 7 | March & Sept. | " " | 1910 | 104 |
| Joliet and Chicago (C. & Alton): | | | | | | | Lexington & St. Louis (P. of Mo.): | | | | | | |
| 1st Mortgage skf fund guar..... | 500,000 | 8 | April & Oct. | " " | 1873 | .... | 1st Mortgage gold..... | 1,000,000 | 6 | June & Dec. | New York. | 1899 | .... |
| Joliet & Northern Ind. (Mich. C.): | | | | | | | Little Miami: | | | | | | |
| 1st Mortgage, guaranteed..... | 800,000 | 8 | Jan. & July. | New York. | 1882 | .... | 1st Mortgage..... | 1,474,000 | 6 | May & Nov. | New York. | 1883 | .... |
| Junction (Cin. & Indianapolis): | | | | | | | Street Connection Bonds..... | 500,000 | 6 | Jan. & July. | " " | 1894 | .... |
| 1st Mortgage..... | 1,200,000 | 7 | Jan. & July. | New York. | 1885 | .... | Little Rock and Fort Smith: | | | | | | |
| 2d Mortgage..... | 795,000 | 7 | March & Sept. | " " | 1893 | .... | 1st Mortgage gold..... | 3,000,000 | 6* | Jan. & July. | N. Y. & Bost. | 1900 | .... |
| 1st Mortgage (Newcastle Br.) | 250,000 | 7 | April & Oct. | " " | 1884 | .... | Land Grant sinking fund..... | 5,000,000 | 7 | April & Oct. | " " | 1900 | .... |
| Junction, Philadelphia: | | | | | | | Little Schuylkill (Phila. & Rdg.): | | | | | | |
| 1st Mortgage, guaranteed..... | 500,000 | 6 | Jan. & July. | New York. | 1882 | .... | 1st Mortgage, guaranteed..... | 771,500 | 7 | April & Oct. | Philadelphia. | 1877 | 99 |
| 2d Mortgage not guaranteed..... | 300,000 | 6 | April & Oct. | Philadelphia. | 1890 | .... | Logansport, Crawf. & S'westn Ind. | | | | | | |
| Junction and Breakwater: | | | | | | | 1st Mortgage gold..... | 1,500,000 | 8* | F. M. & A. N. | New York. | 1900 | .... |
| 1st Mort. guar. by Delaware..... | 400,000 | 6 | Jan. & July. | New York. | 1890 | .... | Long Br. and Sea Shore (N.J. So.): | | | | | | |
| Kalamazoo, Allegan & Gr. Rapids: | | | | | | | 1st Mortgage guaranteed..... | 200,000 | 6 | Jan. & July. | New York. | 1889 | .... |
| 1st Mort. assumed by L.S. & M. So. | 840,000 | 8 | April & Oct. | " " | 1900 | .... | Long Dock (Erie): | | | | | | |
| Kalamazoo and Schoolcraft: | | | | | | | 1st Mortgage guaranteed..... | 3,500,000 | 7 | June & Dec. | New York. | 1892 | 92 |
| 1st Mort. assumed by L.S. & M. S. | 100,000 | 8 | Jan. & July. | New York. | 1888 | .... | Long Island: | | | | | | |
| Kalamazoo & S. Haven (M. Cen.): | | | | | | | 1st Mortgage main line..... | 500,000 | 6 | Jan. & July. | New York. | 1875 | 91 |
| 1st Mortgage guar. by lessees... | 640,000 | 8 | Feb. & Aug. | New York. | 1887 | .... | 1st Mortgage (Extension)..... | 175,600 | 7 | Feb. & Aug. | " " | 1890 | .... |
| Kalamazoo & White Pigeon: | | | | | | | 1st Mortgage (Glen Cove Br.) | 160,000 | 6 | May & Nov. | " " | 1893 | .... |
| 1st Mort. assumed by L.S. & M. S. | 400,000 | 7 | May & Nov. | Boston. | 1889 | 100 | General Mortgage..... | 775,000 | 7 | " " | " " | 1899 | .... |
| 1st Mortgage guar. by Lessees..... | 2,240,000 | 6* | Jan. & July. | New York. | 1890 | .... | Louisville & Miss. Riv. (Ch. & Al): | | | | | | |
| Kan. City, St. Jo. & Coun. Bluffs: | | | | | | | 1st Mortgage..... | 4,300,000 | 7 | Feb. & Aug. | New York. | 1900 | .... |
| 1st Mort. (C. B. & St. Jo. 52 m.) | 500,000 | 7 | Feb. & Aug. | New York. | 1888 | .... | Louisville, Cin. and Lexington: | | | | | | |
| 2d Mort. (")..... | 150,000 | 10 | Jan. & July. | N. Y. & Bost. | 1896 | 85 | 1st Mortgage for Cincinnati Br. | 3,000,000 | 7 | Jan. & July. | New York. | 1897 | .... |
| 1st Mort. (St. Jo. & C.R. 73 m.) ev. t. fr. | 1,400,000 | 10 | March & Sept. | " " | 1878 | .... | 2d Mortgage for \$1,000,000 | 345,000 | 8 | April & Oct. | " " | 1900 | .... |
| 2d Mort. (")..... | 539,500 | 8 | June & Dec. | " " | 1892 | .... | Louisville and Nashville: | | | | | | |
| 1st Mort. (Mo. Valley 130 m.) | 1,500,000 | 7 | June & Dec. | " " | 1874 | .... | 1st Mortgage (main line 185 m.) | 554,000 | 7 | Jan. & July. | New York. | 73-76 | 91 |
| 1st Mort. (") g'd | 1,000,000 | 7* | Feb. & Aug. | New York. | 1893 | .... | 1st Mortgage (Mem. Br. 46.37 m.) | 139,000 | 7 | May & Nov. | " " | 72-75 | .... |
| Consolidated Mort. (260 m.) conv. | 687,000 | 8 | Feb. & Aug. | " " | 1893 | .... | 1st Mort. (Leb. Br. Ext. 73.2 m.) | 88,000 | 7 | " " | " " | 70-76 | .... |
| Kansas City & Santa Fe (L.L. & G.): | | | | | | | Consol. M. for \$5,000,000 (392 m.) | 6,647,000 | 7 | April & Oct. | " " | 1898 | 93 |
| 1st Mortgage guar. by Lessees..... | 2,000,000 | 10 | March & Sept. | " " | 1892 | .... | Louisv. N. Al. & St. Lo. Air-Line: | | | | | | |
| Kansas Pacific: | | | | | | | 1st Mortgage gold, \$25,000 p. m. | 2,875,000 | 7* | " " | New York. | 1901 | .... |
| 1st Mort. (1st Div. 140 m.) gold..... | 4,063,000 | 6* | May & Nov. | N. Y. & St. Lo. | 1895 | 85 | Macon and Augusta: | | | | | | |
| 1st Mort. (2d Div. 253.94 m.) gold | 6,500,000 | 6* | Feb. & Aug. | N. Y. & St. Lo. | 1896 | 86 | 1st Mortgage end. by State of Ga. | 670,000 | 7 | Jan. & July. | New York. | 88-91 | .... |
| 1st M. (3d Div. 244.66 m. & 3,000,000 m.) | 216,000 | 7* | June & Dec. | " " | 1896 | 86 | 1st Mortgage not guaranteed... | 100,000 | 7 | " " | " " | 1890 | .... |
| 1st Mortgage (1,000,000 acres)..... | 1,389,000 | 7* | May & Nov. | N. Y. & Lond. | 1899 | 102 | Macon and Brunswick: | | | | | | |
| 1st Mortgage (2,000,000 acres) g'd | 800,000 | 7* | March & Sept. | N. Y. & St. Lo. | 1876 | .... | 1st Mort. endorsed by Ga..... | 1,900,000 | 7 | Jan. & July. | New York. | 1877 | .... |
| 2d Mortgage (Gov't Subsidy)..... | 6,303,000 | 7 | May & Nov. | N. Y. & Lond. | 1880 | .... | 2d Mortgage..... | 600,000 | 7 | May & Nov. | " " | 1900 | .... |
| 8d Mortgage (Income)..... | 4,275,359 | 6 | Jan. & July. | N. Y. & St. Lo. | 1896 | 86 | 1st Mortgage..... | 1,100,000 | 7 | April & Oct. | " " | 1883 | .... |
| Kent County (Del.): | | | | | | | Equipment Mortgage..... | 150,000 | 7 | " " | " " | 1879 | .... |
| 1st Mortgage for \$500,000..... | 400,000 | 7 | March & Sept. | U. S. Treas. | 95-97 | .... | Macon and Western: | | | | | | |
| Kentucky Central: | | | | | | | 1st Mortgage of Oct. 1870..... | 150,000 | 7 | April & Oct. | " " | 1880 | .... |
| 1st Mortgage (Cov. & Lex.) 1852. | 123,000 | 7 | Jan. & July. | Philadelphia. | 1880 | 85 | Maine Central: | | | | | | |
| 2d Mortgage (") 1853. | 844,000 | 7 | March & Sept. | New York. | 1872 | .... | Consolidated Mort. for \$7,500,000 | 3,000,000 | 7 | April & Oct. | Boston. | 1912 | 100 |
| 3d Mortgage (Kent. Cen.) 1865. | 237,000 | 7 | Jan. & July. | New York. | 1872 | .... | \$1,100,000 Loan, tax free..... | 746,300 | 7 | Jan. & July. | " " | 1898 | .... |
| Keok>< | | | | | | | | | | | | | |

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) fixed to rate of interest signifies "Payable in Coin."

| Description of Bonds. | Amount. | Rate. | Interest Payable. | | Due. | Price. | Description of Bonds. | Amount. | Rate. | Interest Payable. | | Due. | Price. |
|-------------------------------------|-----------|-------|-------------------|---------------|---------|--------|--------------------------------------|-------------|-------|-------------------|---------------|---------|---------|
| | | | When. | Where. | | | | | | When. | Where. | | |
| Maryland and Delaware: | | | | | | | Nashville and Chattanooga: | | | | | | |
| 1st Mortgage..... | \$850,000 | 6 | May & Nov. | Boston | 1885 | .... | 1st Mortgage, endorsed by Tenn. | \$1,546,000 | 6 | Jan. & July. | New York. | 1890 | .... |
| 2d Mortgage..... | 150,000 | 6 | June & Dec. | " | 1889 | .... | Nashville and Decatur (L. & N. S.) | | | | | | |
| Massillon & Cleve. (C.M. V. & D.) | | | | | | | 1st Mortgage sinking fund, guar. | 2,100,000 | 7 | Jan. & July. | New York. | 1900 | .... |
| 1st Mortgage guaranteed, gold.. | 100,000 | 7* | Jan. & July. | New York. | 1890 | .... | 2d Mortgage gold..... | 500,000 | 6* | April & Oct. | Nashville. | 1887 | .... |
| Mayaville and Lexington: | | | | | | | Naugatuck: | | | | | | |
| 1st Mortgage..... | 500,000 | 7 | Jan. & July. | New York. | 1890 | .... | 1st Mortgage..... | 112,500 | 7 | Jan. & July. | Bridgeport. | 1876 | .... |
| Memphis and Charleston: | | | | | | | Newark & New York (Cen. N.J.) | | | | | | |
| 1st Mortgage, Convertible..... | 1,293,000 | 7 | March & Sept. | New York. | 1890 | 86 | 1st Mortgage guar..... | 600,000 | 7 | Jan. & July. | New York. | 1891 | .... |
| 2d Mortgage..... | 1,000,000 | 7 | Jan. & July. | " | 1883 | .... | Newark, Somerset & Straiteville: | | | | | | |
| Memphis and Little Rock: | | | | | | | 1st Mortgage gold..... | 800,000 | 7* | May & Nov. | New York. | 1889 | .... |
| 1st Mortgage..... | 1,300,000 | 8 | May & Nov. | New York. | 1890 | .... | New Brunswick and Canada: | | | | | | |
| Michigan Air Line: | | | | | | | 1st Mortgage, Sterling £200,000.. | 972,000 | 6* | May & Nov. | London. | 1867 | .... |
| 1st Mortgage (E.D.V.) \$15,000pm. | | 8 | Jan. & July. | Boston. | 1890 | .... | Newburg & New York (Erie): | | | | | | |
| Michigan Central: | | | | | | | 1st Mortgage for \$500,000..... | | 7 | Jan. & July. | New York. | 1889 | .... |
| 1st Mortgage, convertible..... | 558,000 | 8 | April & Oct. | New York. | 1882 | .... | New H., Middle'tn & Williman: | | | | | | |
| 1st Mortgage, sinking fund conv. | 2,208,500 | 8 | " | " | 1882 | 115 | 1st Mortgage (coup. & reg.)..... | 3,000,000 | 7 | May & Nov. | New York. | 1889 | .... |
| Trust Mortgage for \$10,000,000.. | 4,500,000 | 7 | May & Nov | " | 1902 | .... | New Haven & Northampton: | | | | | | |
| 1st Mort. (M. Air L. W. D.) assu'd | 1,900,000 | 8 | Jan. & July. | " | 1890 | 105 | 1st Mortgage..... | 1,000,000 | 7 | Jan. & July. | N. Y. & N. H. | 1899 | .... |
| 1st Mort. (Gr. Riv. Valley) guar. | 1,000,000 | 8 | " | " | 1886 | .... | Convertible..... | 400,000 | 6 | April & Oct. | " | 1880 | .... |
| 2d Mort. (") guar..... | 600,000 | 8 | March & Sept. | " | 1879 | 99 | Holyoke and Westfield bonds.. | 2,000,000 | 7 | " | " | 1891 | .... |
| 1st Mort. (Kal. & So. Hav.) f. guar | 640,000 | 8 | May & Nov. | " | 1889 | .... | New Jersey Sec United Compan's | | | | | | |
| 2d Mort. (") guar..... | 70,000 | 8 | " | " | 1889 | .... | New Jersey Midland (N.Y. & O.M.): | | | | | | |
| Michigan Lake Shore: | | | | | | | 1st Mortgage gold, guar..... | 3,000,000 | 7* | Feb. & Aug. | New York. | 1895 | .... |
| 1st Mortgage..... | 800,000 | 8 | Jan. & July. | New York. | 1889 | .... | 2d Mortgage currency..... | 1,500,000 | 7 | " | " | 1881 | .... |
| Middletown, Unionv. & W. Gap (E): | | | | | | | New Jersey Southern: | | | | | | |
| 1st Mortgage tax free..... | 225,000 | 7 | May & Nov. | New York. | 1886 | .... | 1st Mortgage..... | 2,000,000 | 7 | May & Nov | New York. | 1899 | 73 1/2 |
| Midland of Canada: | | | | | | | 1st Mortgage (Tom's Riv. Br.).. | 120,000 | 7 | March & Sept. | " | 1888 | .... |
| 1st Mortgage sterling £235,000.. | 1,143,667 | 6* | May & Nov. | London. | 1896 | .... | Income Mortgage..... | 750,000 | 7 | April & Oct. | " | 1881 | .... |
| Midland Pacific: | | | | | | | New Jersey West Line: | | | | | | |
| 1st Mortgage gold, tax free..... | 1,100,000 | 7* | Feb. & Aug. | New York. | 1899 | .... | 1st Mort. gold, for \$3,000,000.... | | 7* | May & Nov. | New York. | 1900 | .... |
| Milwaukee and St. Paul: | | | | | | | New London Northern (Vt. Cen.): | | | | | | |
| 1st Mortgage..... | 5,502,000 | 7 | Jan. & July. | New York. | 1893 | 91 1/2 | 1st Mortgage..... | 300,000 | 6 | March & Sept. | New York. | 1885 | .... |
| 2d Mortgage..... | 1,191,000 | 7 | April & Oct. | " | 1884 | 84 | 1st Mortgage..... | 200,000 | 7 | Jan. & July. | " | 1888 | .... |
| 1st Mortgage (E. Div. Palmer).. | 791,500 | 8 | May & Nov. | " | 1874 | .... | N. Orleans, Jackson & Gt. North: | | | | | | |
| 1st Mort. (Iowa and Minn.)..... | 3,793,000 | 7 | Jan. & July. | " | 1897 | 89 1/2 | 1st Mortgage 1856..... | 3,000,000 | 8 | Jan. & July. | New York. | 1886 | .... |
| 1st Mortgage (Minn. Cent.)..... | 207,000 | 7 | " | " | 1870 | 90 | 2d Mortgage 1860, for \$3,000,000. | 2,000,000 | 8 | April & Oct. | " | 1890 | .... |
| 1st Mortgage (Iowa & Dak.)..... | 1,008,000 | 7 | " | " | 1870 | 87 | Income Mortgage, 1870 gold.. | 1,000,000 | 8* | May & Nov. | " | 1890 | .... |
| 1st Mortgage (P. du Chien)..... | 3,674,000 | 8 | Feb. & Aug. | " | 1898 | 108 | N. Orleans Extension, 1870, gold | 1,500,000 | 8* | Jan. & July. | " | 1890 | .... |
| 2d Mortgage (P du Chien)..... | 1,315,000 | 7 1/2 | " | " | 1898 | 94 1/2 | New Orleans, Mobile and Texas: | | | | | | |
| Milwaukee City Loan..... | 223,000 | 7 | March & Sept. | " | 1873 | .... | 1st M. (N.O to T 227 m) skg fd.... | 2,825,000 | 8 | Jan. & July. | New York. | 1915 | .... |
| 1st Mort. (Milw. & Wtn.)..... | 234,000 | 7 | Jan. & July. | " | 1891 | .... | 2d M. (") gold skg fd..... | 2,825,000 | 7 | " | N.Y. or Lond. | 1915 | .... |
| Real Estate Purchase..... | 148,500 | 7 | " | " | 1891 | .... | 2d Mortgage, endorsed by La. | | 8 | " | New York. | 1915 | .... |
| Mt. W. Manitowoc & Green Bay: | | | | | | | New York and Boston: | | | | | | |
| 1st Mortgage for \$2,500,000..... | | 7 | " | " | 1891 | .... | 1st Mortgage gold, for \$3,000,000 | | 7* | May & Nov. | N. Y. & N. O. | 1889 | .... |
| Milwaukee and Northern: | | | | | | | New York Central & Hudson R.: | | | | | | |
| 1st Mortgage for \$13,000 p.m..... | | 8 | June & Dec. | New York. | 1890 | .... | Debt Certif. (N. Y. Central)..... | 5,936,626 | 6 | May & Nov. | New York. | 1883 | 93 |
| Mineral Point: | | | | | | | Bonds for debts ass'd (N. Y. Cen.) | 1,514,000 | 7 | Feb. & Aug. | " | 1876 | 102 |
| 1st Mortgage, Dec. 21, 1863..... | 320,000 | 10 | Jan. & July. | New York. | 1890 | .... | Bonds for B. & N. S. (") | 76,000 | 6 | May & Nov. | " | 1883 | .... |
| Minneapolis & Duluth (L.S. & M.) | | | | | | | Bonds for R.R. stock (") | 592,000 | 6 | " | " | 1883 | 87 |
| 1st Mortgage gold, guaranteed.. | 400,000 | 8* | Jan. & July. | New York. | 1911 | .... | Bonds for real estate (") | 162,000 | 6 | " | " | 1883 | 87 |
| Minneapolis & St. L. (L. Sup. & M.) | | | | | | | Bonds of 1854 renewed (") | 2,900,000 | 6 | June & Dec. | " | 1887 | 89 |
| 1st Mortgage gold, guaranteed.. | 700,000 | 7* | Jan. & July. | New York. | 1911 | .... | 1st Mort. (Hudson Riv.)..... | 200,000 | 7 | Feb. & Aug. | " | 1870 | .... |
| Minnesota and North Western: | | | | | | | 2d Mort. (") S. F..... | 1,894,000 | 7 | June & Dec. | " | 1885 | .... |
| 1st Mort. gold, skg fd & tax free | 20,000pm | 7* | Jan. & July. | New York. | 1895 | .... | 3d Mort. (") | 180,000 | 7 | May & Nov. | " | 1875 | .... |
| Mississippi Central: | | | | | | | Bonds of '71, tax free (N.Y. & C.H.) | 1,950,000 | 7 | April & Oct. | " | 1891 | .... |
| 1st Mortgage..... | 1,254,000 | 7 | May & Nov. | New York. | '69-'71 | .... | Consol. Mort. for \$400,000..... | | 7 | " | " | 1902 | .... |
| 2d Mortgage..... | 2,000,000 | 8 | Feb. & Aug. | " | 1875 | .... | New York and Harlem: | | | | | | |
| General Mort. for \$8,000,000 gold | | 7* | May & Nov. | " | 1912 | .... | 1st Mortgage of 1853..... | 3,000,000 | 7 | May & Nov. | New York. | 1873 | 100 1/2 |
| Mississippi, Ouachita & Red Riv: | | | | | | | Consolidated mortgage of 1863.. | 1,754,000 | 6 | Feb. & Aug. | " | 1893 | .... |
| 1st Mortgage gold..... | 1,860,000 | 7* | " | " | .... | .... | Sinking Fund mortgage of 1861. | 111,850 | 7 | Jan. & July. | " | 1881 | .... |
| 1st Mort. Land Grant gold..... | 1,000,000 | 7* | " | " | .... | .... | Bonds of 1853, unsecured..... | 106,000 | 7 | " | " | 1873 | .... |
| State (Ark.) subsidy \$10,000pm. | 1,550,000 | 7 | April & Oct. | " | 1910 | .... | N. York, Housatonic & Northern: | | | | | | |
| Mississippi and Tennessee: | | | | | | | 1st Mortgage for \$500,000..... | 161,000 | 7 | Feb. & Aug. | New York. | 1889 | .... |
| 1st Mortgage of April 1, 1854.... | 600,000 | 7 | April & Oct. | New York. | 1876 | .... | New York and New Haven: | | | | | | |
| Consolidated Mort. Sept. of 1866. | 1,181,600 | 8 | Jan. & July. | " | '81-'93 | .... | 1st Mortgage..... | 1,059,500 | 7 | April & Oct. | New York. | 1875 | 99 1/2 |
| Mississippi Valley and Western: | | | | | | | New York & Oswego Midland: | | | | | | |
| 1st Mortgage \$20,000 p. m..... | | 8 | April & Oct. | New York. | 1902 | .... | 1st Mortgage gold, tax free..... | 8,000,000 | 7 | Jan. & July. | New York. | 1889 | .... |
| Missouri, Iowa and Nebraska: | | | | | | | 2d Mortgage convertible..... | 2,500,000 | 7 | May & Nov. | " | 1898 | 85 |
| 1st Mortgage gold, sinking fund. | | 7* | Jan. & Dec. | " | 1910 | .... | 2d Mortgage non-convertible.. | 1,500,000 | 7 | " | " | 1898 | .... |
| Missouri, Kansas and Texas: | | | | | | | New York, Providence & Boston: | | | | | | |
| 1st Mort. (U. Pac. S. Br.) skg fund | 4,250,000 | 6* | Jan. & July. | New York. | 1899 | .... | 1st Mortgage..... | 132,000 | 6 | Feb. & Aug. | New York. | '73-'78 | .... |
| 1st Mort. (Teb. & Neosho) S. F. g'd | 2,000,000 | 7* | June & Dec. | " | 1903 | .... | Improvement Bonds..... | 170,000 | 7 | Jan. & July. | " | 1876 | .... |
| Consol. Land Grant, skg fd gold | 7,833,000 | 7* | Feb. & Aug. | " | 1904 | .... | Extension Bonds..... | 250,000 | 6 | May & Nov. | " | '78-'81 | .... |
| Missouri River, Ft. Scott & Gulf: | | | | | | | General Mort. for \$1,000,000.. | 732,000 | 7 | " | " | 1899 | .... |
| 1st Mortgage Land skg fd, tax fr | 5,000,000 | 10 | Jan. & July. | New York. | 1899 | 83 | N. York, West Shore & Chicago: | | | | | | |
| 2d Mortgage..... | 2,000,000 | 10 | April & Oct. | N. Y. & Bost. | .... | 74 1/2 | 1st Mortgage gold, \$35,000 p. m.. | | 7* | April & Oct. | New York. | 1902 | .... |
| Mobile and Girard: | | | | | | | Niles and New Lisbon: | | | | | | |
| 1st Mortgage..... | 377,500 | 7 | Jan. & July. | New York. | 1876 | .... | 1st Mortgage..... | 500,000 | 7 | Jan. & July. | New York. | 1890 | .... |
| 2d Mortgage..... | 300,000 | 7 | " | " | 1889 | .... | Norfolk County (B. H. & Erie): | | | | | | |
| Mobile and Montgomery: | | | | | | | 1st Mortgage, guaranteed..... | 414,350 | 6 | March & Sept. | Boston. | 1854 | .... |
| 1st Mortgage endor. by Ala. gold | 2,500,000 | 8* | May & Nov. | New York. | 1900 | .... | Norfolk & Petersburg (A.M. & O.): | | | | | | |
| Mobile and Ohio: | | | | | | | 1st Mortgage..... | 906,000 | 8 | Jan. & July. | New York. | 1877 | .... |
| 1st Mortgage Sterling..... | 6,000,000 | 6* | May & Nov. | Mob. & Lond. | 1882 | .... | 2d Mortgage..... | 157,000 | 7 | " | " | 1877 | .... |
| Interest bonds..... | 804,400 | 8 | " | " | 1877 | .... | 2d Mortgage..... | 458,000 | 8 | " | Norfolk. | 1893 | .... |
| Interest bonds..... | 371,800 | 8 | " | " | 1883 | .... | North Eastern (S. Car.): | | | | | | |
| Interest (sterling) bonds..... | 755,040 | 6* | " | London. | 1883 | .... | 1st Mortgage of Sept. 1, 1869.. | 820,000 | 7 | March & Sept. | Charleston. | 1899 | .... |
| 2d Mort. (Income Liquidation)... | 943,121 | 8 | March. | Mobile. | 1877 | .... | 2d Mortgage of Sept | | | | | | |

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

| Description of Bonds. | Amount. | Rate. | Interest Payable. | | Due. | Price. | Description of Bonds. | Amount. | Rate. | Interest Payable. | | Due. | Price. |
|-------------------------------------|------------|-------|-------------------|---------------|---------|--------|--------------------------------------|-----------|-------|-------------------|----------------|---------|--------|
| | | | When. | Where. | | | | | | When. | Where. | | |
| Northern Pacific: | | | | | | | Perkiomen (Phila. & Rdg): | | | | | | |
| 1st Mort. on R.R. & lands gold.. | 50,000pm | 7.3 | Jan. & July. | New York. | 1900 | 100 | 1st Mortgage, guaranteed..... | \$619,000 | 6 | April & Oct. | Philadelphia. | 1897 | 82½ |
| Norwich & Worcester (B.H. & E.): | | | | | | | Perth Amboy & Woodbr. (C&A): | | | | | | |
| 1st Mort. Mass. Loan..... | \$400,000 | 6 | Jan. & July. | Boston. | 1877 | .... | 1st Mortgage..... | 100,000 | 6 | Feb. & Aug. | New York. | 1874 | .... |
| Plain bonds..... | 200,000 | .... | " | " | 1874 | .... | Petersburg: | | | | | | |
| Machine shop &c., bonds..... | 160,000 | 7 | " | " | 1877 | .... | 1st Mortgage (instalments)..... | 341,500 | 8 | Jan. & July. | New York. | '79-'88 | .... |
| Nyack and Northern: | | | | | | | Philadelphia and Baltimore Cent: | | | | | | |
| 1st Mortgage..... | 100,000 | 7 | Jan. & July. | New York. | 1890 | .... | 1st Mortgage (Penn. Div. 36½ m.) | 800,000 | 7 | Jan. & July. | Philadelphia. | 1879 | .... |
| Ogdensburg and Lake Champlain: | | | | | | | 1st Mortgage (Md. Div. 9½ m.)... | 300,000 | 6 | April & Oct. | " | 1891 | .... |
| Equipment Mortgage..... | 300,000 | 8 | Jan. & July. | Boston. | 1878 | .... | 2d Mortgage (Pa. & Md. 46 m.)... | 400,000 | 7 | Jan. & July. | " | 1900 | .... |
| Equipment Mortgage..... | 200,000 | 8 | " | " | 1879 | 100½ | Philadelphia and Reading: | | | | | | |
| Sinking Fund Bonds..... | 600,000 | 8 | March & Sept. | " | 1890 | .... | Loan of 1868..... | 1,130,500 | 6 | Jan. & July. | Philadelphia. | 1893 | 81½ |
| Ohio and Mississippi: | | | | | | | Loan of 1870, convertible..... | 2,520,000 | 7 | " | " | 1890 | .... |
| 1st Mortgage, (E. Div.)..... | 2,050,000 | 7 | Jan. & July. | New York. | 1872 | .... | Mortgage Loan of 1857, conv..... | 113,000 | 6 | " | " | 1886 | .... |
| 1st Mortgage, (W. Div.)..... | 850,000 | 7 | " | " | 1872 | .... | Mort. Loans of 1843-44-48 & 49. | 1,521,000 | 6 | " | " | 1890 | 95 |
| 2d Mortgage, (W. Div.)..... | 534,000 | 7 | " | " | 1874 | 85 | Mortgage Loan of 1868..... | 2,700,000 | 7 | April & Oct. | " | 1893 | 103 |
| Income Mort., (W. Div.)..... | 221,500 | 7 | April & Oct. | " | 1882 | .... | Mortgage Loan of 1836 stg..... | 182,400 | 5* | Jan. & July. | London. | 1880 | .... |
| Consolidated Mort..... | 2,761,000 | 7 | Jan. & July. | " | 1898 | 92 | Mortgage Loan of 1843 stg..... | 976,800 | 6* | " | " | 1880 | .... |
| Consolidated Mort. (sterling)... | 101,850 | 7* | " | London. | 1898 | .... | Mortgage Loan of 1836 stg..... | 110,400 | 7* | " | " | 1872 | .... |
| Oil Creek and Allegheny River: | | | | | | | Mortgage Loan of 1836 stg..... | 177,600 | 7* | " | " | '74-'77 | .... |
| 1st Mortgage (O. C. R. R.)..... | 1,500,000 | 7 | Feb. & Aug. | Philadelphia. | 1896 | 84 | Consolidated Dollar coupon..... | 5,500,000 | 7 | June & Dec. | Philadelphia. | 1911 | 100 |
| 1st Mortgage (War. & Fkin)..... | 580,000 | 7 | April & Oct. | " | 1882 | 85½ | Mortgage Gold or stg coup..... | 1,462,000 | 7 | " | " | 1911 | 102 |
| Consolidated Mortgage..... | 1,100,000 | 7 | May & Nov. | " | 1888 | 75 | June 1, 1871. Gold or stg reg. | 624,000 | 6* | " | Phil. or Lond. | 1911 | .... |
| Old Colony and Newport: | | | | | | | Dollar coupon..... | 376,000 | 6 | " | Philadelphia. | 1911 | .... |
| Plain Bonds..... | 1,000,000 | 6 | March & Sept. | Boston. | 1876 | 97 | Philadelphia, Wilmington & Balt: | | | | | | |
| Plain Bonds..... | 485,000 | 6 | April & Oct. | " | 1875 | .... | Mortgage Loan, convertible..... | 345,600 | 6 | Jan. & July. | Philadelphia. | 1884 | 109 |
| Plain Bonds..... | 1,450,000 | 7 | Feb. & Aug. | " | 1877 | 100½ | Loan of 1866..... | 400,000 | 6 | April & Oct. | " | 1876 | 95 |
| Omaha and Northwestern: | | | | | | | Loan of 1867..... | 1,000,000 | 6 | " | " | 1887 | .... |
| 1st M. land grant, gold \$16,000pm | ..... | 7.3 | Jan. & July. | New York. | 1901 | .... | Pickering Valley (Phila. & Rdg): | | | | | | |
| Omaha and Southwestern: | | | | | | | 1st Mortgage, guaranteed..... | 330,300 | 7 | April & Oct. | Philadelphia. | 1900 | .... |
| 1st Mortgage \$20,000 p. m..... | 1,000,000 | 8 | June & Dec. | Boston. | 1896 | 87½ | Pittsburg, Cin. & St. Louis (Pa.): | | | | | | |
| Orange, Alexandria & Manassas: | | | | | | | Consol. Mortgage for \$10,000,000. | 6,212,000 | 7 | Feb. & Aug. | Philadelphia. | 1900 | 81 |
| 1st Mort. (Alex. to Gordonsville) | 400,000 | 6 | May & Nov. | New York. | 1873 | 93 | 1st Mort. (Staub. & Ind.) conv..... | 3,000,000 | 6 | monthly. | New York. | 1884 | .... |
| 2d Mort. (Charlotte to Lynchb.) | 1,155,500 | 6 | Jan. & July. | " | 1875 | 86½ | 1st Mort. (Ct. & Newk 33m) conv | 776,000 | 7 | Jan. & July. | Philadelphia. | 1890 | .... |
| 3d Mort. " " " " | 698,000 | 8 | May & Nov. | Richmond. | 1880 | 93½ | Pittsburg & Connelleville: | | | | | | |
| 4th Mort. " " " " | 574,000 | 8 | March & Sept. | Alexandria. | 1882 | 83½ | 1st Mortgage of 1868, tax free... | 4,000,000 | 7 | Jan. & July. | Baltimore. | 1898 | 91½ |
| Consolidated Mort..... | 1,645,500 | 7 | Jan. & July. | New York. | 1882 | 78 | 2d Mort. (Balt. Loan) of 1866... | 1,000,000 | 6 | " | " | 1886 | .... |
| Orange and Newark: | | | | | | | 1st Mort. (Turtle Cr. Div. 10½ m) | 400,000 | 6 | Feb. & Aug. | Pittsburg. | 1889 | .... |
| 1st Mortgage..... | 546,000 | 6 | May & Nov. | Newark. | 1881 | .... | Pittsburg, Ft. Wayne & Chicago: | | | | | | |
| Osage Valley & Southern Kansas: | | | | | | | 1st Mortgage (Series A)..... | 875,000 | 7 | Jan. & July. | New York. | 1912 | 103½ |
| 1st Mortgage (5-20 years)..... | 200,000 | 10 | Jan. & July. | New York. | 1888 | .... | 1st Mortgage (Series B)..... | 875,000 | 7 | Feb. & Aug. | " | 1912 | .... |
| Oshkosh & Miss. (M. & S. P.): | | | | | | | 1st Mortgage (Series C)..... | 875,000 | 7 | March & Sept. | " | 1912 | .... |
| 1st Mortgage..... | 240,000 | 8 | Jan. & July. | New York. | 1891 | .... | 1st Mortgage (Series D)..... | 875,000 | 7 | April & Oct. | " | 1912 | .... |
| Oswego and Rome (B. W. & O.): | | | | | | | 1st Mortgage (Series E)..... | 875,000 | 7 | May & Nov. | " | 1912 | .... |
| 1st Mortgage..... | 500,000 | 7 | May & Nov. | New York. | 1916 | .... | 1st Mortgage (Series F)..... | 875,000 | 7 | June & Dec. | " | 1912 | .... |
| Income Mortgage..... | 112,100 | 6 | Feb. & Aug. | " | 1891 | .... | 2d Mortgage (Series G)..... | 880,000 | 7 | Jan. & July. | " | 1912 | 95 |
| Oswego and Syracuse (D. L. & W.): | | | | | | | 2d Mortgage (Series H)..... | 880,000 | 7 | Feb. & Aug. | " | 1912 | .... |
| 1st Mortgage, guaranteed..... | 183,000 | 7 | May & Nov. | New York. | 1885 | .... | 2d Mortgage (Series I)..... | 880,000 | 7 | March & Sept. | " | 1912 | .... |
| Ottawa, Oswego & Fox River: | | | | | | | 2d Mortgage (Series J)..... | 880,000 | 7 | April & Oct. | " | 1912 | .... |
| 1st Mortgage guar. by (C.B. & Q.) | 1,260,000 | 8 | Jan. & July. | Boston. | 1900 | 100 | 2d Mortgage (Series K)..... | 880,000 | 7 | May & Nov. | " | 1912 | .... |
| Owensboro and Russellville: | | | | | | | 2d Mortgage (Series L)..... | 880,000 | 7 | June & Dec. | " | 1912 | .... |
| 1st Mortgage for \$1,500,000..... | ..... | 8 | Feb. & Aug. | New York. | 1887 | .... | 2d Mortgage (Series M)..... | 2,000,000 | 7 | April & Oct. | " | 1912 | 95 |
| Pacific of Missouri (Atl. & Pac.): | | | | | | | Bridge (O. & P. R. R.) bonds..... | 153,000 | 7 | May & Nov. | " | 1876 | .... |
| 1st Mortgage gold..... | 7,000,000 | 6* | Feb. & Aug. | New York. | 1888 | 87½ | Equipment Mort. of Mar. 1, 1869 | 1,000,000 | 8 | March & Sept. | " | 1874 | .... |
| 2d Mortgage sinking fund..... | 3,000,000 | 7 | Jan. & July. | " | 1891 | 80 | Construction bonds of Jan. 1, '70 | 100,000 | 7 | Jan. & July. | " | 1877 | .... |
| Income Bonds..... | 1,500,000 | 7 | " | " | 1892 | .... | Plymouth, Kankakee & Pacific: | | | | | | |
| St. Louis County Bonds..... | 700,800 | 7 | Monthly. | St. Louis. | 1885 | .... | 1st Mortgage for \$3,600,000..... | ..... | 7 | Jan. & July. | ..... | 1901 | .... |
| 1st Mort. (Lex. & St. Louis) gold | 1,000,000 | 6* | Jan. & July. | New York. | 1887 | .... | 1st Mortgage gold, for \$1,800,000 | 800,000 | 6* | Jan. & July. | Boston. | 1900 | .... |
| 1st Mortgage (Lea. Atch & Nev.) | 500,000 | 7 | April & Oct. | " | 1889 | .... | Consol. Mort. gold, for \$3,300,000 | ..... | 6* | May & Nov. | " | 1901 | .... |
| Paducah and Memphis: | | | | | | | Portland and Ogdensburg (Vt.): | | | | | | |
| 1st Mortgage gold for \$2,895,000. | 1,071,000 | 7* | Feb. & Aug. | New York. | 1892 | .... | 1st Mortgage gold, for \$2,300,000 | ..... | 6* | May & Nov. | Boston. | 1891 | .... |
| Panama: | | | | | | | Portland and Oxford Central: | | | | | | |
| 1st Mortgage, stg £19,350..... | 93,847 | 7* | April & Oct. | London. | 1875 | .... | 1st Mortgage of 1893..... | 250,000 | 6 | Jan. & July. | Portland. | 1883 | .... |
| General Mortgage, stg £597,800. | 3,869,330 | 7* | " | " | 1897 | .... | Portland and Rochester: | | | | | | |
| Paris and Decatur: | | | | | | | 1st Mort. (Portland Loan) skg fd | 700,000 | 6 | Jan. & July. | Portland. | 1887 | .... |
| 1st Mortgage sold..... | 1,200,000 | 7* | Jan. & July. | New York. | 1901 | .... | 1st Mortgage (equal lien)..... | 350,000 | 7 | April & Oct. | Boston. | 1887 | .... |
| Paterson and Newark (Erie): | | | | | | | 2d Mort. Sept. 1, 1871 for \$450,000 | ..... | 7 | March & Sept. | " | 1891 | .... |
| 1st Mortgage guaranteed..... | 500,000 | 7 | Jan. & July. | New York. | 1878 | .... | Port Royal (S. C.): | | | | | | |
| Pekin, Linc. & Decatur (T.W. & W.): | | | | | | | 1st Mortgage gold, skg fd..... | 1,500,000 | 7* | May & Nov. | N. Y. & Lond. | 1889 | .... |
| 1st Mortgage, guaranteed..... | 1,076,000 | 7 | Feb. & Aug. | New York. | 1900 | 88 | 1st Mort. gold, guar. by Ga. Co. | 1,000,000 | 7* | " | " | 1889 | .... |
| Pemberton & Hights. (UC of N.J.): | | | | | | | Poughkeepsie and Eastern: | | | | | | |
| 1st Mortgage guaranteed..... | 160,000 | 7 | Jan. & July. | Philadelphia. | 1889 | .... | 1st Mort. gold, conv. & tax free.. | 800,000 | 7* | Jan. & July. | New York. | 1910 | .... |
| Pemberton & N. York (N.J.S.): | | | | | | | Providence and Worcester: | | | | | | |
| 1st Mortgage, guaranteed..... | 500,000 | 7 | ..... | New York. | .... | .... | 1st Mortgage..... | 300,000 | 6 | Jan. & July. | Providence. | 1880 | .... |
| Peninsular Railway: | | | | | | | Quincy, Alton and St. Louis: | | | | | | |
| 1st Mortgage gold (S.F.) 1st series | 1,800,000 | 7* | May & Nov. | N.Y. & Lond. | 1899 | .... | 1st Mortgage gold..... | 850,000 | 7* | May & Nov. | Philadelphia. | 1882 | .... |
| 1st Mortgage gold (S.F.) 2d series | 979,000 | 7* | " | " | 1900 | .... | Quincy and Toledo (T.W. & W.): | | | | | | |
| Pennsylvania: | | | | | | | 1st Mortgage, guaranteed..... | 500,000 | 7 | May & Nov. | New York. | 1890 | 92 |
| 1st Mortgage (Harr. to Pbg)..... | 4,972,000 | 7 | Jan. & July. | Philadelphia. | 1880 | 98½ | Quincy & Warsaw (C. B. & Q.): | | | | | | |
| 2d Mortgage " " " "..... | 2,594,000 | 6 | April & Oct. | " | 1875 | 97 | 1st Mortgage, guaranteed..... | 800,000 | 8 | Jan. & July. | Boston. | 1890 | 100½ |
| 2d Mortgage " " " "..... | 2,282,240 | 6* | " | London. | 1875 | .... | Reading and Columbia (P. & R.): | | | | | | |
| General Mortgage (coup. & reg.) | 18,604,500 | 6 | J. A. J. & O. | Philadelphia. | 1910 | 96½ | 1st Mortgage, guaranteed..... | 850,000 | 7 | March & Sept. | New York. | 1882 | .... |
| State lien for \$17,500,000, skg fd | 5,758,906 | 6 | April & Oct. | Harrisburg. | '72-'90 | .... | 2d Mortgage, guaranteed..... | 350,000 | 7 | June & Dec. | Columbia. | 1884 | .... |
| Pennsylvania Coal: | | | | | | | Rensselaer and Saratoga: | | | | | | |
| 1st Mortgage..... | 542,500 | 7 | Feb. & Aug. | New York. | 1881 | .... | 1st Mortgage..... | 150,000 | 7 | Jan. & July. | Troy. | 1873 | .... |
| Pennsylvania and | | | | | | | | | | | | | |

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

| Description of Bonds. | Amount. | Rate. | Interest Payable. | | Due. | Price. | Description of Bonds. | Amount. | Rate. | Interest Payable. | | Due. | Price. |
|---|-------------|--------------|-------------------|---------------|---------|---------|-------------------------------------|-----------|-------|-------------------|---------------|---------|--------|
| | | | When. | Where. | | | | | | When. | Where. | | |
| Rockford, R. Island & St. Louis: | | | | | | | Sioux City and Pacific: | | | | | | |
| 1st Mortgage tax free..... | \$9,000,000 | 7* | Feb. & Aug. | N. Y. & Lond. | 1918 | .... | 1st Mortgage gold..... | \$200,000 | 6* | Jan. & July. | Boston. | 1898 | .... |
| Rome, Watertown & Ogdensburg: | | | | | | | Somerset (Me. Central): | | | | | | |
| 1st Mortgage (W. & R.) Skg Fund | 799,900 | 7 | March & Sept. | New York. | 1880 | .... | 1st Mortgage gold..... | 560,000 | 7* | June & Dec. | Boston. | 1891 | .... |
| 1st Mort. (Potdam & Watert.) | 327,000 | 7 | June & Dec. | " | '72-'74 | .... | South Carolina: | | | | | | |
| Consolidated Mort. Skg Fund... | 824,500 | 7 | " | " | 1891 | .... | 1st Mortgage Sterling..... | 1,407,270 | 5* | Jan. & July. | London. | '82-'88 | .... |
| Rondout and Oswego: | | | | | | | 1st Mortgage (L.) currency..... | 807,500 | 7 | " | New York. | '82-'88 | .... |
| 1st Mortgage, gold \$20,000 p.m. | ..... | 7* | Jan. & July. | New York. | 1890 | .... | Domestic (H) Bonds..... | 192,500 | 7 | April & Oct. | Charleston. | 1872 | .... |
| Rutland (Verm. Cen. & Can.): | | | | | | | Domestic (G) Bonds..... | 342,500 | 6 | Jan. & July. | " | '73-'74 | .... |
| Equipment Mortgage, tax free... | 500,000 | 7 | May & Nov. | Boston. | 1880 | 66 | Domestic (I) Bonds..... | 1,470,000 | 7 | April & Oct. | " | '88-'91 | .... |
| Equipment Mortgage..... | 500,000 | 8 | March & Sept. | " | 1880 | 88 | Domestic Bonds..... | 76,000 | 6 | Jan. & July. | " | '90-'92 | .... |
| Saint Croix and Penobscot: | | | | | | | Domestic (special) Bonds..... | 71,260 | 7 | various. | " | '72-'74 | .... |
| 1st Mort. (Cal. & Baring)..... | 95,200 | 6 | Jan. & July. | Calais, Me. | 1879 | .... | South Florida: | | | | | | |
| 2d Mort. (")..... | 17,500 | 6 | " | " | 1879 | .... | 1st M. endor. by State \$16,000pm | ..... | 8 | " | " | " | .... |
| Calais Loan (Lewey's Island)... | 130,000 | 6 | June & Dec. | " | 1876 | .... | South Georgia & Florida (A. & G.): | | | | | | |
| St. Joseph & Denver City: | | | | | | | 1st Mort. assumed by Atl. & Gulf | 464,000 | 7 | May & Nov. | New York. | 1888 | .... |
| 1st Mort. (E. D.) gold tax free... | 1,512,000 | 8* | Feb. & Aug. | N.Y. or Lond. | 1899 | 102 | 2d Mort. " " " " | 200,000 | 7 | " | " | 1889 | .... |
| 1st M. (W.D.) land grant, g'd tax fr | 15,000pm | 8* | " | " | 1900 | 97 1/2 | South Mountain Iron (Cumb. Val.): | | | | | | |
| St. Louis, Alton and Terre Haute: | | | | | | | 1st Mortgage guaranteed..... | 200,000 | 6 | June & Dec. | Philadelphia. | 1888 | .... |
| 1st Mortgage (Series A) skg f'd. | 1,100,000 | 7 | Jan. & July. | New York. | 1894 | 106 1/2 | 2d Mortgage for \$200,000..... | 179,900 | 7 | March & Sept. | " | 1884 | .... |
| 1st Mortgage (Series B) skg f'd. | 1,100,000 | 7 | April & Oct. | " | 1894 | .... | South and North Alabama: | | | | | | |
| 2d Mortgage preferred (Series C) | 1,400,000 | 7 | Feb. & Aug. | " | 1894 | 89 | 1st Mort., endor. by Ala., gold... | 22,000 pm | 8* | Jan. & July. | New York. | 1890 | .... |
| 2d Mortgage preferred (Series D) | 1,400,000 | 7 | May & Nov. | " | 1894 | .... | South Pacific (Atl. & Pac.): | | | | | | |
| 2d Mortgage Income (Series E) | 1,700,000 | 7 | " | " | 1884 | 81 | 1st Mortgage gold, assumed.... | 7,150,000 | 6* | Jan. & July. | New York. | 1888 | .... |
| Equipment Mortgage..... | 200,000 | 10 | March & Sept. | " | 1894 | .... | South Shore (Mass.): | | | | | | |
| St. Louis, Coun. Bluffs & Omaha: | | | | | | | 1st Mortgage, sinking fund..... | 150,000 | 6 | April & Oct. | Boston. | 1880 | 94 |
| 1st Mortgage, gold \$16,000 p.m. | ..... | 7* | Jan. & July. | New York. | 1901 | .... | South Side (L. I.): | | | | | | |
| St. Louis and Iron Mountain: | | | | | | | 1st Mortgage, Mar. 1, 1867..... | 2,250,000 | 7 | Mar. & Sept. | New York. | 1887 | .... |
| 1st Mortgage..... | 4,000,000 | 7 | Feb. & Aug. | New York. | 1892 | 97 1/2 | South Side, Va. (A.M. & O.): | | | | | | |
| St. Louis, Jacksonv. & Chic. (C. & A.): | | | | | | | 1st preferred bonds..... | 675,000 | 8 | Jan. & July. | New York. | '84-'90 | .... |
| 1st Mortgage Mar. 16, 1864 guar. | 2,929,000 | 7 | April & Oct. | New York. | 1894 | 91 | 2d preferred bonds..... | 617,000 | 6 | " | " | '84-'90 | 73 |
| 2d Mortgage May 1, 1868 guar. | 548,000 | 7 | Jan. & July. | " | 1898 | .... | 3d preferred bonds..... | 448,500 | 6 | " | " | '84-'90 | .... |
| St. Louis, Kansas City & Northn: | | | | | | | Southern Central: | | | | | | |
| 1st Mortgage (date North Mo.)... | 6,000,000 | 7 | Jan. & July. | New York. | 1901 | 91 | 1st Mortgage, skg fund conv.... | 1,500,000 | 7 | Jan. & July. | New York. | 1900 | .... |
| St. Louis, Lawr. & Denv. (Pacific): | | | | | | | Southern Iowa and Cedar Rapids: | | | | | | |
| 1st Mortgage gold, guaranteed... | 1,000,000 | 6* | Jan. & July. | New York. | 1901 | .... | 1st Mortgage gold..... | 1,500,000 | 7* | May & Nov. | New York. | 1900 | .... |
| St. Louis and South Eastern: | | | | | | | Southern Minnesota: | | | | | | |
| 1st Mort. gold skg fund conv.... | 2,250,000 | 7 | May & Nov. | New York. | 1894 | .... | 1st Mortgage land grant tax free | 3,600,000 | 8 | April & Oct. | New York. | '78-'88 | .... |
| 1st M. (Evans, D.) gold skg f'd, con | 1,000,000 | 7 | " | " | 1896 | .... | 2d Mortgage, land grant..... | 3,000,000 | 7 | Jan. & July. | " | 1890 | .... |
| St. Louis and St. Joseph: | | | | | | | Southern (Cal.) Pacific: | | | | | | |
| 1st Mortgage gold..... | 1,000,000 | 6* | May & Nov. | New York. | 1893 | .... | 1st Mortgage gold for \$28,000,000. | 5,750,000 | 6* | " | " | " | .... |
| St. Louis, Van. & T. H. (T.H. & L.): | | | | | | | Southern Pennsylvania: | | | | | | |
| 1st Mortgage, guaranteed..... | 1,899,000 | 7 | Jan. & July. | New York. | 1897 | .... | 1st Mortgage gold..... | 625,000 | 7* | March & Sept. | Philadelphia. | 1890 | .... |
| 2d Mortgage, (A.) guaranteed..... | 1,600,000 | 7 | May & Nov. | " | 1898 | .... | 2d Mortgage gold..... | 88,000 | 7* | " | " | 1880 | .... |
| 2d Mortgage (B.) convertible..... | 1,000,000 | 7 | " | " | 1898 | .... | South Western (Cen. of Ga.): | | | | | | |
| Income Mortgage..... | 799,900 | 7 | March 1. | Pittsburg. | 1891 | .... | Plain Bonds, various conv.... | 391,000 | 7 | various. | Macon. | '72-'86 | .... |
| St. Paul and Chicago (M. & St. P.): | | | | | | | 1st Mortgage (Muscooge) conv.. | 300,000 | 7 | " | " | '72-'76 | .... |
| 1st M. land gr. gold skg f'd endor. | 4,000,000 | 7* | J. A. J. & O. | New York. | 1900 | .... | Spartanburg and Union: | | | | | | |
| St. Paul and Pacific 1st Division: | | | | | | | 1st Mortgage, end. by S. Car.... | 350,000 | 7 | Jan. & July. | Charleston. | 1879 | .... |
| 1st Mort. (St. P. to St. Anth.) 10m. | 120,000 | 8 | March & Sept. | New York. | 1892 | .... | 1st Mortgage not endorsed.... | 198,370 | 7 | " | " | 1879 | .... |
| 1st Mort. (St. Paul to Wab.) 70 m. | 700,000 | 7 | Jan. & July. | " | 1892 | .... | Springfield & Illinois S. Eastern: | | | | | | |
| 2d M. (N. Line) 80 m. & 1st land gr. | 1,200,000 | 7 | June & Dec. | " | 1892 | .... | 1st Mortgage gold, tax free.... | 3,400,000 | 7* | Feb. & Aug. | New York. | 1900 | .... |
| General Mort. (R. R. & Lands)... | 2,020,000 | 7 | Jan. & July. | " | .... | .... | 2d Mortgage gold, tax free.... | 1,000,000 | 7* | " | " | 1900 | .... |
| General Mort. (R. R. & L'ds) stg. | 1,000,000 | 7* | " | London. | .... | .... | Springfield and Northwestern: | | | | | | |
| 1st M. (W. Line) R.R. & Lands... | 6,000,000 | 7 | " | New York. | .... | .... | 1st Mortgage gold, skg fund.... | 20,000pm | 7* | Feb. & Aug. | New York. | 1901 | .... |
| 2d M. (W. Line) R. R. & Lands... | 3,000,000 | 7 | " | " | .... | .... | Staten Island: | | | | | | |
| St. Paul and Sioux City: | | | | | | | 1st Mortgage..... | 200,000 | 7 | Jan. & July. | New York. | 1886 | .... |
| 1st Mortgage \$16,000 p. m..... | 2,000,000 | 7 | Jan. & July. | New York. | 1898 | .... | Sterling Mountain: | | | | | | |
| Land Stock on 400,000 acres.... | 2,400,000 | 8 | J. A. J. & J. | " | 1890 | .... | 1st Mortgage..... | 350,000 | 7 | Jan. & July. | New York. | 1874 | .... |
| St. Paul, Stillwater & Taylor's F.: | | | | | | | Sullivan (Verm. Central): | | | | | | |
| 1st Mortgage for \$450,000..... | ..... | 8 | Jan. & July. | New York. | 1901 | .... | 1st Mortgage..... | 500,000 | 6 | Jan. & July. | Boston. | 1875 | .... |
| Salem (W. Jer.): | | | | | | | 2d Mortgage..... | 250,000 | 6 | Feb. & Aug. | " | 1880 | .... |
| 1st Mortgage guar..... | 100,000 | 6 | Jan. & July. | Philadelphia. | 1878 | .... | Sullivan and Erie: | | | | | | |
| Salem and Lowell (B. & L.): | | | | | | | 1st Mortgage, skg fund..... | 1,000,000 | 7 | May & Nov. | New York. | 1886 | .... |
| 1st Mortgage..... | 226,900 | 6 | Feb. & Aug. | Boston. | 1878 | .... | Summit Branch: | | | | | | |
| Band, Mansfield & Newark (C. & O.): | | | | | | | 1st Mortgage..... | 174,000 | 6 | Jan. & July. | Philadelphia. | 1875 | 90 1/2 |
| 1st Mortgage guaranteed..... | 2,525,000 | 7 | Jan. & July. | New York. | 1909 | .... | Sunbury and Lewiston: | | | | | | |
| San Fran., Oakland & Alameda: | | | | | | | 1st Mortgage gold..... | 1,200,000 | 7* | April & Oct. | Philadelphia. | 1890 | 86 |
| 1st Mortgage gold..... | 1,500,000 | 8* | Jan. & July. | New York. | .... | .... | Superior and St. Croix: | | | | | | |
| Saratoga & Whitehall (R. & S.): | | | | | | | 1st Mortgage, \$16,000 p. m..... | ..... | 8 | " | " | " | .... |
| 1st Mortgage, guaranteed..... | 400,000 | 7 | March & Sept. | New York. | 1886 | .... | 1st Mortgage, \$16,000..... | ..... | 8 | " | " | " | .... |
| Savannah and Charleston: | | | | | | | Suspens. Brid. & Erie June (Erie): | | | | | | |
| 1st Mortgage (Sav. & Char.) bonds | 500,000 | 7 | Jan. & July. | New York. | 1889 | .... | 1st Mortgage..... | 1,000,000 | 7 | " | New York. | .... | .... |
| State guaranteed (C. & S.) bonds. | 505,000 | 6 | May & Nov. | Charleston. | 1870 | .... | Sussex (N. J.): | | | | | | |
| Funded Interest bonds..... | 157,400 | 7 | " | " | 1889 | .... | 1st Mortgage..... | 200,000 | 7 | April & Oct. | Sussex. | 1873 | .... |
| Savannah, Griffin & North Ala.: | | | | | | | Swedesboro (W. Jer.): | | | | | | |
| 1st Mortgage for \$500,000 guar... | 152,000 | 7 | Jan. & July. | Macon. | 1891 | .... | 1st Mortgage, guaranteed..... | 188,500 | 6 | Jan. & July. | Camden. | .... | .... |
| Savannah and Memphis: | | | | | | | Syracuse, Bing. & N.Y. (DL & W): | | | | | | |
| 1st Mortgage gold, endor..... | 16,000pm | 8* | May & Nov. | New York. | 1890 | .... | 1st Mortgage..... | 1,400,000 | 7 | April & Oct. | New York. | 1879 | .... |
| Schenectady & Susq. (D. & H. Can.): | | | | | | | 2d Mortgage..... | 270,000 | 7 | June & Dec. | " | 1887 | .... |
| 1st Mortgage gold, tax free..... | 300,000 | 7* | Jan. & July. | New York. | 1900 | .... | Syracuse and Chenango Valley: | | | | | | |
| Seaboard and Roanoke: | | | | | | | 1st Mort. gold, for \$500,000.... | ..... | 7* | Feb. & Aug. | New York. | 1891 | .... |
| 1st Mortgage..... | 210,000 | 7 | Jan. & July. | New York. | 1800 | .... | Tebo and Neosho (M. K. C. & T.): | | | | | | |
| Selma and Gulf: | | | | | | | 1st Mortgage gold, skg fund.... | 1,163,000 | 7* | June & Dec. | New York. | 1903 | .... |
| 1st M. (guar. by Ala.) \$16,000pm. | ..... | 8* | April & Oct. | New York. | 1890 | .... | Terre Haute & Indianapolis: | | | | | | |
| Selma, Marion and Memphis: | | | | | | | 1st Mortgage..... | 800,000 | 7 | April & Oct. | New York. | 1897 | .... |
| 1st M. gold gr. by Ala. \$16,000pm. | ..... | 8* | March & Sept. | New York. | 1889 | .... | Tlogs: | | | | | | |
| Selma, Rome and Dalton: | | | | | | | 1st Mortgage..... | 243,000 | 7 | May & Nov. | New York. | 1872 | .... |
| 1st Mortgage, tax free..... | 5,000,000 | 7 | April & Oct. | New York. | 1887 | .... | Colado, Peoria and Warsaw: | | | | | | |
| 2d Mortgage..... | 7 | Jan. & July. | " | " | 1890 | .... | 1st Mortgage (E. Div.) 110 m.... | 1,600,000 | 7 | June & Dec. | New York. | 1894 | 94 1/2 |
| Equipment Mortgage..... | 230,000 | 10 | " | " | 1881 | .... | 1st Mortgage (W. Div.) 117 m.... | 1,800,000 | 7 | Feb. & Aug. | " | 1896 | 89 1/2 |
| Shamokin Valley & Pottsv. (N.C.): | | | | | | | 2d Mortgage (W. Div.) 117 m.... | 1,300,000 | 7 | April & Oct. | " | 1880 | 80 |
| 1st Mortgage, guaranteed..... | 700,000 | 7 | Feb. & Aug. | Philadelphia. | 1872 | .... | Equipment Mort. sinking fund.... | 94,000 | 8 | Jan. & July. | " | 1879 | .... |
| Shenandoah and Fond du Lac: | | | | | | | Consol. Mort. 227 m. \$6,500,000. | 1,406,000 | 7 | May & Nov. | " | 1910 | .... |
| 1st Mortgage..... | 729,000 | 7 | June & Dec. | New York. | 1884 | .... | 1st Mortgage (Burl. Br.) 19 m.... | 250,000 | 7 | June & Dec. | " | 1910 | 87 1/2 |
| 1st Mortgage extension..... | 694,000 | 8 | April & Oct. | " | 1896 | .... | Tom's River & Watert. (N.J. So.): | | | | | | |
| Shenandoah and Allegheny: | | | | | | | 1st Mortgage guaranteed..... | 80,600 | 7 | " | New York. | 1888 | .... |
| 1st Mortgage for \$1,000,000..... | 638,000 | 7 | April & Oct. | New York. | 1889 | .... | Troy & Bennington (T. &): | | | | | | |
| Shenandoah Valley (Cl.)..... | | | | | | | 1st Mortgage skg fund, ur.... | 100,600 | 7 | Jan. & July. | Troy. | 1878 | .... |
| 1st Mortgage..... | 350,000 | 7 | April & Oct. | New York. | 1891 | .... | Troy and Boston: | | | | | | |
| Shore Line (N. Y. & N. H.): | | | | | | | 1st Mortgage..... | 200,000 | 7 | Jan. & July. | New York. | 1887 | .... |
| 1st Mortgage construction..... | 200,000 | 7 | March & Sept. | Boston. | 1880 | .... | 2d Mortgage..... | 200,000 | 7 | April & Oct. | " | 1888 | .... |
| Sioux City and St. Paul: | | | | | | | 3d Mortgage..... | 650,000 | 7 | May & Nov. | " | 1876 | .... |
| 1st Mortgage..... | 700,000 | 8 | May & Nov. | New York. | 1901 | .... | Convertible Bonds..... | 648,000 | 7 | " | " | 1882 | .... |
| Land Grant Mortgage gold..... | 590,000 | 7* | Jan. & July. | " | .... | .... |  |  |  |  |  |  |  |

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

| Description of Bonds. | Amount. | Rate. | Interest Payable. | | Due. | Price. | Description of Bonds. | Amount. | Rate. | Interest Payable. | | Due. | Price. | |
|---|------------|-------|-------------------|----------------|---------------|----------|-------------------------------|---------------------------------------|-----------|-------------------|---------------|---------------|--------|--|
| | | | When. | Where. | | | | | | When. | Where. | | | |
| Toledo, Wabash and Western: | | | | | | | | | | | | | | |
| 1st Mort. (Tol. & Ill. 75 m.) | \$900,000 | 7 | Feb. | Aug. | New York. | 1890 | 100 | Western Maryland: | | | | | | |
| 1st M. (L. Erie, W. & St. L. 167 m.) | 2,600,000 | 7 | " | " | " | 1890 | " | 1st Mortgage | \$400,000 | 6 | Jan. & July. | Baltimore. | 1890 | |
| 1st Mort. (Gt. W. R. R. W.D. 100m) | 4,000 | 10 | April | Oct. | " | 1868 | " | 1st Mort. endor. by Balt. | 200,000 | 6 | " | " | 1890 | |
| 1st M. (Gt. W. Rwy of '59, 181m) | 2,600,000 | 7 | Feb. | Aug. | " | 1888 | 97 | 2d Mort. | 300,000 | 6 | " | " | 1890 | |
| 1st Mort. (Quincy & Tol. 34 m.) | 500,000 | 7 | May | Nov. | " | 1890 | 90 | 2d Mort. endor. by Wash. Co. | 300,000 | 6 | " | " | 1890 | |
| 1st Mort. (Ill. & So. Iowa 42 m.) | 500,000 | 7 | Feb. | Aug. | " | 1882 | " | 2d Mortgage preferred | 600,000 | 6 | " | " | 1895 | |
| 2d Mort. (Tol. & Wabash 75 m.) | 1,000,000 | 7 | May | Nov. | " | 1878 | " | 3d Mortgage endor. by Balt. | 875,000 | 6 | " | " | 1900 | |
| 2d Mort. (T. Wab. & Wt. 167 m.) | 1,500,000 | 7 | " | " | " | 1871 | 93 | Western Pacific (Cen. Pac.): | | | | | | |
| 2d M. (Gt. W. Rwy of '59, 181m.) | 2,500,000 | 7 | " | " | " | 1893 | 87 1/2 | 1st Mortgage assumed, gold | 2,735,000 | 6 1/2 | Jan. & July. | New York. | 1899 | |
| Equipment (Tol. & Wab. 75m.) | 600,000 | 7 | " | " | " | 1883 | 82 1/2 | Western Pennsylvania (Penn.): | | | | | | |
| Consol. Mortgage (500 m.) | 2,700,000 | 7 | F. M. A. & N. | " | " | 1907 | 87 | 1st Mortgage (main line 67 m.) | 800,000 | 6 | April & Oct. | Philadelphia. | 1893 | |
| 1st M. (Dec. & East St. L. 109m.) | 2,700,000 | 7 | " | " | " | 1900 | 92 1/2 | 1st Mortgage (Pittsb. Br. 28 m.) | 1,000,000 | 6 | Jan. & July. | " | 1896 | |
| Froy, Salem & Rutland (R. & Sar.): | | | | | | | | | | | | | | |
| 1st Mortgage, guaranteed | 500,000 | 7 | May | Nov. | New York. | 1890 | | Western Union (M. & St. P.): | | | | | | |
| Troy Union (and Depot): | | | | | | | | | | | | | | |
| 1st Mortgage, guaranteed | 500,000 | 6 | Jan. & July. | New York. | 1873 | | 1st Mortgage for \$5,000,000 | 3,275,000 | 7 | Jan. & July. | New York. | 1896 | | |
| 2d Mortgage, guaranteed | 180,000 | 6 | " | " | " | 1878 | | West Jersey: | | | | | | |
| Tuckerton: | | | | | | | | | | | | | | |
| 1st Mortgage | 400,000 | 7 | April | Oct. | Philadelphia. | 1901 | | Loan of Mar. 1, 1863, gr. by C. & A. | 400,000 | 6 | March & Sept. | Camden. | 1883 | |
| Union Pacific: | | | | | | | | | | | | | | |
| 1st Mortgage gold, tax free | 27,237,000 | 6 1/2 | Jan. & July. | N. Y. & Bos. | 1906-99 | 86 1/2 | 1st Mortgage, Jan. 1, 1866 | 1,000,000 | 6 | Jan. & July. | " | 1896 | 93 | |
| 2d Mortgage (Gov. subsidy) | 27,236,000 | 6 1/2 | " | " | " | 1906-99 | 86 1/2 | Consolidated mort. Apr. 1, 1869 | 995,000 | 7 | April & Oct. | " | 1899 | |
| 1st Mort. Land Grant | 183,000 | 7 | April | Oct. | " | 1839 | 77 1/2 | West Wisconsin: | | | | | | |
| Income Mortgage | 10,000,000 | 10 | March | Sept. | " | 1874 | 77 | 1st Mort. land gr. gold skg fund | 4,000,000 | 7 | Jan. & July. | N.Y. or Lond. | 1896 | |
| Omaha Bridge B'ds, stg. \$250,000 | 2,500,000 | 8 1/2 | April | Oct. | London. | 1896 | | Whitehall & Plattsburg (M. & P.): | | | | | | |
| Union Pacific (Central Div.): | | | | | | | | | | | | | | |
| 1st Mortgage gold, tax free | 1,600,000 | 6 1/2 | May | Nov. | New York. | 1895 | | 1st Mortgage | 250,000 | 6 | Jan. & July. | Philadelphia. | 1888 | |
| 2d Mortgage (Gov. subsidy) | 1,600,000 | 6 1/2 | Jan. & July. | " | " | 1906-7-8 | | Wicomico and Pocomoke: | | | | | | |
| Union Pacific, S. Br. (M.K. & T.): | | | | | | | | | | | | | | |
| 1st Mortgage gold, skg fund | 3,595,000 | 6 1/2 | Jan. & July. | New York. | 1899 | | | 1st Mortgage | 200,000 | 7 | Jan. & July. | New York. | 1873 | |
| Union & Titusville (O.C. & A. Riv.): | | | | | | | | | | | | | | |
| 1st Mortgage | 500,000 | 7 | Jan. & July. | New York. | 1890 | | | Williamston and Tarboro: | | | | | | |
| United Companies of New Jer.: | | | | | | | | | | | | | | |
| Sinking Fund sterling \$262,000 | 1,268,080 | 6 1/2 | Jan. & July. | London. | 1880 | | 1st Mortgage | 350,000 | 8 | May & Nov. | New York. | 1900 | | |
| Loan of 1875 (Joint Companies) | 675,000 | 6 1/2 | April & Oct. | Philadelphia. | 1875 | | Wilmington, Colum. & Augusta: | | | | | | | |
| Loan of 1875 (New Jersey Co.) | 300,000 | 6 1/2 | Feb. & Aug. | New York. | 1878 | 97 | 1st Mortgage | 3,200,000 | 7 | June & Dec. | Baltimore. | 1900 | | |
| Loan of 1883 (") | 450,000 | 6 1/2 | " | " | " | 1878 | 77 1/2 | Wilm., Charlotte & Rutherford: | | | | | | |
| Loan of 1883 (Camden & Amb'y) | 1,700,000 | 6 1/2 | " | " | Philadelphia. | 1883 | 91 | 1st mortgage | 1,500,000 | 8 | Jan. & July. | New York. | 1897 | |
| Loan of 1889 | 800,000 | 6 1/2 | June & Dec. | Princeton. | 1889 | 87 1/2 | | 1st Mortgage, endor. by N. Car. | 1,000,000 | 8 | " | " | 1897 | |
| Consolidated (mort.) Loan of 1889 | 5,000,000 | 6 1/2 | May & Nov. | Philadelphia. | 1889 | 96 | | Wilmington and Reading: | | | | | | |
| Sterling Loan \$569,200 | 1,846,000 | 5 1/2 | March & Sept. | London. | 1894 | | 1st Mortgage | 1,250,000 | 7 | April & Oct. | Philadelphia. | 1900 | | |
| Sterling Loan \$569,200 | 1,800,000 | 6 1/2 | " | " | " | 1888 | | 2d Mortgage coupon or regis. | 725,000 | 7 | Jan. & July. | " | 1902 | |
| Loan of 1888 | 154,000 | 6 1/2 | " | " | " | 1888 | | Wilmington and Weldon: | | | | | | |
| Bond to State of New J. (N.J. Co) | 103,000 | 7 | Feb. & Aug. | New York. | 1887 | | | Sterling Bonds | 648,700 | 6 1/2 | Jan. & July. | London. | 1881 | |
| Bond to State of N. Jer. (U. Co's) | 500,000 | 7 | April & Oct. | Philadelphia. | 1894 | | | Currency Bonds | 221,400 | 7 | May & Nov. | " | 1882 | |
| Loan of 1894 | 2,000,000 | 6 1/2 | April & Oct. | Philadelphia. | 1894 | | | Sinking Fund gold, Bonds. | 710,000 | 7 1/2 | Jan. & July. | New York. | 1898 | |
| Utica and Black River: | | | | | | | | | | | | | | |
| 1st Mortgage | 351,500 | 7 | Jan. & July. | N. Y. & Utica. | 1878 | | | Wilmington and Western (Del.): | | | | | | |
| Utica, Chen. & Susq. Val. (D. & H. Co): | | | | | | | | | | | | | | |
| 1st Mortgage | | 7 | " | " | " | | | 1st Mortgage, Jan. 1, 1872 | 400,000 | 7 1/2 | J. A. & J. O. | Wilmington. | 1892 | |
| Utica, Ithaca and Elmira: | | | | | | | | | | | | | | |
| 1st Mortgage gold, skg fund | 25,000 m | 7 1/2 | Jan. & July. | N. Y. & Lond. | 1892 | | | Winona & St. Peter (C. & N. W.): | | | | | | |
| Vermont Central: | | | | | | | | | | | | | | |
| 1st Mortgage consolidated | 3,000,000 | 7 | June & Dec. | Boston. | 1886 | 40 | | 1st Mortgage \$20,000 p. m. | 2,750,000 | 7 | Jan. & July. | New York. | 1890 | |
| 2d Mortgage consolidated | 1,500,000 | 7 | " | " | " | 1891 | 20 | 2d Mortgage \$12,000 p. m. | 1,565,000 | 7 1/2 | May & Nov. | " | 1890 | |
| 1st Mort. (Stan. Sheff. & Ch. R. R.) | 443,800 | 7 | Jan. & July. | " | " | 1887 | 78 | Land Grant Mort. gold, skg fund | 4,375,000 | 7 1/2 | June & Dec. | " | 1916 | |
| Guar. Stock (Vt. & C. & R. R.) | 795,500 | 8 | June & Dec. | " | " | 1887 | 79 | Wisconsin Central: | | | | | | |
| Equipment Mortgage | 1,000,000 | 8 | May & Nov. | " | " | 1889 | 79 | 1st M. L. G., gold S. F. \$25,000pm | | 7 1/2 | Jan. & July. | Boston. | 1901 | |
| Equipment Mortgage | 1,000,000 | 8 | " | " | " | 1889 | 79 | 1st Mortgage | | 6 | Jan. & July. | Baltimore. | 1891 | |
| Vermont and Massachusetts: | | | | | | | | | | | | | | |
| 1st Mortgage sinking fund | 550,000 | 6 | Jan. & July. | Boston. | 1883 | | | Worcester and Nashua: | | | | | | |
| Convertible bonds, tax free | 200,000 | 7 | " | " | " | 1879 | 100 1/2 | Plain Bonds | 125,000 | 7 | Jan. & July. | Boston. | 1890 | |
| Vermont Valley (Rutland): | | | | | | | | | | | | | | |
| 1st Mortgage | 386,000 | 7 | April & Oct. | New York. | 1860 | | | Plain Bonds | 75,000 | 6 | " | " | 1890 | |
| 1st Mortgage | 114,000 | 6 1/2 | " | " | Boston. | 1860 | | CANAL BONDS. | | | | | | |
| 2d Mortgage | 293,200 | 7 | " | " | New York. | 1859 | | Chesapeake and Delaware: | | | | | | |
| Vicksburg and Meridian: | | | | | | | | | | | | | | |
| 1st series (red) | 722,500 | 7 | Jan. & July. | Philadelphia. | 1890 | | | 1st Mortgage sinking fund | 1,997,872 | 6 | Jan. & July. | Philadelphia. | 1886 | |
| General 2d series (blue) | 850,000 | 7 | " | " | " | 1890 | | Chesapeake and Ohio: | | | | | | |
| Mortgage 3d series (black) | 154,000 | 7 | " | " | " | 1890 | | Maryland Loan sinking fund | 2,000,000 | 6 1/2 | J. A. J. & O. | Baltimore. | 1870 | |
| 4th series (not end.) | 1,273,000 | 7 | April & Oct. | " | " | 1880 | | Sterling, Loan guaranteed | 4,375,000 | 5 1/2 | " | London. | 1890 | |
| Special Loan 1871 | 225,459 | 8 | Jan. & July. | " | " | 1880 | | Preferred Bonds (next lien) | 1,099,500 | 6 | Jan. & July. | Baltimore. | 1885 | |
| Vineland: | | | | | | | | | | | | | | |
| 1st Mortgage tax free | 750,000 | 7 | April & Oct. | New York. | 1890 | | | Delaware Division (L. C. &: | | | | | | |
| Virginia & Tennessee (A. M. & O.): | | | | | | | | | | | | | | |
| 1st Mortgage | 494,000 | 6 | Jan. & July. | N. Y. & Lynch. | 1873 | 93 | | 1st Mortgage, guaranteed | 800,000 | 6 | Jan. & July. | Philadelphia. | 1878 | |
| Enlarged Mortgage | 990,000 | 6 1/2 | " | " | " | 1884 | 78 1/2 | Delaware and Hudson: | | | | | | |
| 4th Mortgage | 846,000 | 8 | March & Sept. | " | " | 1900 | 89 | 1st Mort. - 1st series, Nov. 1, 1867. | 1,500,000 | 7 | May & Nov. | New York. | 1877 | |
| Registered Certificates | 123,208 | 8 | Jan. & July. | " | " | 1880 | 71-75 | 2d series, July 1, 1869. | 3,500,000 | 7 | Jan. & July. | " | 1884 | |
| Funded Interest | 204,200 | 8 | " | " | " | 1880 | | 3d series, Jan. 1, 1871. | 6,000,000 | 7 | " | " | 1891 | |
| Income Mortgage (fundable) | 112,500 | 8 | " | " | " | 1866 | | Delaware & Raritan Sea U'd Co's. | | | | | | |
| Walkill Valley (Erie): | | | | | | | | | | | | | | |
| 1st Mortgage gold, tax free | 20,000pm | 7 1/2 | April & Oct. | New York. | 1910 | | | Lehigh Coal and Navigation: | | | | | | |
| Ware River (Vt. Cen.): | | | | | | | | | | | | | | |
| 1st Mortgage gold, for \$750,000 | 462,000 | 6 1/2 | June & Dec. | New York. | 1890 | | | Mortgage Loan reg. | 5,768,277 | 6 | J. A. J. & O. | Philadelphia. | 1884 | |
| Warren (D. L. & W.): | | | | | | | | | | | | | | |
| 1st Mortgage, guaranteed | 511,400 | 7 | Feb. & Aug. | New York. | 1875 | | | Mortgage Loan reg. | 2,000,000 | 6 1/2 | F. M. A. & N. | " | 1897 | |
| 2d Mortgage, guaranteed | 750,000 | 7 | May & Nov. | " | " | 1900 | | Mortgage (equip.) Loan, gold. | 4,944,000 | 6 1/2 | June & Dec. | " | 1897 | |
| Warren & Franklin (O. C. & A. H. R.): | | | | | | | | | | | | | | |
| 1st Mortgage, assumed | 580,000 | 7 | April & Oct. | Philadelphia. | 1882 | 80 1/2 | | Convertible Loan, gold | 922,000 | 6 1/2 | March & Sept. | " | 1894 | |
| Warwick Valley (Erie): | | | | | | | | | | | | | | |
| 1st Mortgage | 85,000 | 7 | April & Oct. | New York. | 1880 | | | Convertible Bonds | 1,496,879 | 6 | June & Dec. | " | 1877 | |
| Washington and Ohio: | | | | | | | | | | | | | | |
| 1st Mortgage gold, \$9,000,000 | | 7 1/2 | April & Oct. | New York. | 1891 | | | Monongahela Navigation: | | | | | | |
| Watertown & Rome (R. W. & O.): | | | | | | | | | | | | | | |
| Sinking Fund Bonds | 799,900 | 7 | March & Sept. | New York. | 1880 | | | 1st Mortgage | 103,000 | 6 | Jan. & July. | New York. | 1887 | |
| Westchester and Philadelphia: | | | | | | | | | | | | | | |
| 1st Mortgage | 108,400 | 7 | Jan. & July. | Philadelphia. | 1873 | | | Morris (and Banking): | | | | | | |
| General Mortgage, tax free | 1,072,300 | 7 | April & Oct. | " | 1891 | 103 | | 1st Mortgage | 500,000 | 6 | April & Oct. | Philadelphia. | 1876 | |
| Western of Alabama: | | | | | | | | | | | | | | |
| 1st Mortgage (Western R. R.) | 600,000 | 8 | April & Oct. | New York. | 1888 | | | 2d Mortgage | 285,000 | 6 | " | " | 1876 | |
| 1st Mortgage (M. & W. Point R. R.) | 750,000 | 8 | " | " | " | 1881 | | Boat Loan, sinking fund | 238,965 | 7 | " | " | 1885 | |
| 2d Mortgage (consols guar.) | 1,146,000 | 8 | " | " | " | 1900 | | Preferred Stock Dividend Scrip. | 103,164 | 7 | Feb. & Aug. | " | 1887 | |
| Income Mortgage | 513,400 | | | | | | | Pennsylvania: | | | | | | |
| | | | | | | | | 1st Mortgage skg fund guar. | 2,205,000 | 6 | Jan. & July. | Philadelphia. | 1887 | |
| | | | | | | | | 1st Mortgage (Wy. Val. Can.) | 600,000 | 6 | " | " | 1878 | |
| | | | | | | | | 1st Mortgage (Erie Canal) | 743,864 | 7 | " | " | 1865 | |
| | | | | | | | | Interest Bonds (Erie Canal) 1860 | 161,960 | 7 | " | " | 1873 | |
| | | | | | | | | Schuylkill Navigation (Ph. & Rdg.) | | | | | | |
| | | | | | | | | 1st Mortgage | 1,748,957 | 6 | March & Sept. | Philadelphia. | 1882 | |
| | | | | | | | | 2d Mortgage | 4,016,670 | 6 | Jan. & July. | " | 1882 | |
| | | | | | | | | Plain Bonds | 85,222 | 6 | " | " | 1876 | |
| | | | | | | | | Improvement bonds | 302,500 | 6 | May & Nov. | " | 1870 | |
| | | | | | | | | Boat and Car Loan | 766,650 | 6 | " | " | 1898 | |
| | | | | | | | | Boat and Car Loan | 628,100 | 6 | " | " | 1889 | |
| | | | | | | | | Coupon Bonds | 1,079,000 | 7 | Jan. & July. | " | 1805 | |
| | | | | | | | | Susquehanna (S. & Tide Water): | | | | | | |
| | | | | | | | | 1st Mortgage | 227,000 | 6 | Jan. & July. | Philadelphia. | 1894 | |
| | | | | | | | | 2d Mortgage | 700,000 | 6 1/2 | " | " | 1885 | |
| | | | | | | | | 3d Mortgage | 874,000 | 6 1/2 | " | London. | 1872 | |
| | | | | | | | | Tide-Water (Susq. & Tide-W.): | | | | | | |
| | | | | | | | | 1st Mortgage | 97,810 | 6 | Jan. & July. | Baltimore. | 1894 | |
| | | | | | | | | 2d Mortgage | 300,000 | 6 | " | " | 1885 | |
| | | | | | | | | 3d Mortgage | 437,000 | 6 | " | " | 1878 | |
| | | | | | | | | Union: | | | | | | |
| | | | | | | | | 1st Mortgage | 3,000,000 | 6 | May & Nov. | Philadelphia. | 1883 | |
| | | | | | | | | West Branch and Susquehanna: | | | | | | |
| | | | | | | | | 1st Mortgage | 450,000 | 6 | Apr. & Oct. | Philadelphia. | 1878 | |
| | | | | | | | | 2d Mortgage | 295,000 | 6 | May & Nov. | " | 1888 | |

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

¹ The asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (....) signify "not ascertained."

| Years ending | Railroad | | | Rolling Stock | | | Property and Assets | | | Liabilities | | | Abstract of General Balance Sheet | | | Operations | | | Earnings | | | Value of Shares |
|----------------|----------------------|----------------------|------------|---------------|----------|---------|---------------------|---------------|--------|-------------------|---------|---------|-----------------------------------|----------------|-------------|--------------|------------|---------|----------|--------|-----------|-----------------|
| | Railroad in progress | | | Rolling Stock | | | Property and Assets | | | Liabilities | | | Abstract of General Balance Sheet | | | Operations | | | Earnings | | | |
| | Branch and Sidings | 2d Track and Sidings | M. in Line | Engines | P. M. E. | Freight | Railroad | Rolling Stock | Assets | Accounts and Cash | Stocks | Bonds | Accounts | Surplus Income | M. Operated | Trains Moved | Passengers | Freight | Gross | Net | Dividends | |
| Sept. 30, 1871 | 60.2 | 15.125.0 | 30.2 | 3 | 3 | 56 | 8,108,000 | 3,108,000 | 2,600 | 3,768,000 | 980,000 | 980,000 | 980,000 | 980,000 | 980,000 | 60.2 | 41,234 | 22,134 | 22,820 | 77,044 | 12,709 | 100 |
| Sept. 30, 1872 | 60.2 | 14.8 | 30.2 | 3 | 3 | 56 | 10,600,000 | 10,600,000 | 2,600 | 3,768,000 | 980,000 | 980,000 | 980,000 | 980,000 | 980,000 | 60.2 | 41,234 | 22,134 | 22,820 | 77,044 | 12,709 | 100 |
| Sept. 30, 1873 | 60.2 | 14.8 | 30.2 | 3 | 3 | 56 | 10,600,000 | 10,600,000 | 2,600 | 3,768,000 | 980,000 | 980,000 | 980,000 | 980,000 | 980,000 | 60.2 | 41,234 | 22,134 | 22,820 | 77,044 | 12,709 | 100 |
| Sept. 30, 1874 | 60.2 | 14.8 | 30.2 | 3 | 3 | 56 | 10,600,000 | 10,600,000 | 2,600 | 3,768,000 | 980,000 | 980,000 | 980,000 | 980,000 | 980,000 | 60.2 | 41,234 | 22,134 | 22,820 | 77,044 | 12,709 | 100 |
| Sept. 30, 1875 | 60.2 | 14.8 | 30.2 | 3 | 3 | 56 | 10,600,000 | 10,600,000 | 2,600 | 3,768,000 | 980,000 | 980,000 | 980,000 | 980,000 | 980,000 | 60.2 | 41,234 | 22,134 | 22,820 | 77,044 | 12,709 | 100 |
| Sept. 30, 1876 | 60.2 | 14.8 | 30.2 | 3 | 3 | 56 | 10,600,000 | 10,600,000 | 2,600 | 3,768,000 | 980,000 | 980,000 | 980,000 | 980,000 | 980,000 | 60.2 | 41,234 | 22,134 | 22,820 | 77,044 | 12,709 | 100 |
| Sept. 30, 1877 | 60.2 | 14.8 | 30.2 | 3 | 3 | 56 | 10,600,000 | 10,600,000 | 2,600 | 3,768,000 | 980,000 | 980,000 | 980,000 | 980,000 | 980,000 | 60.2 | 41,234 | 22,134 | 22,820 | 77,044 | 12,709 | 100 |
| Sept. 30, 1878 | 60.2 | 14.8 | 30.2 | 3 | 3 | 56 | 10,600,000 | 10,600,000 | 2,600 | 3,768,000 | 980,000 | 980,000 | 980,000 | 980,000 | 980,000 | 60.2 | 41,234 | 22,134 | 22,820 | 77,044 | 12,709 | 100 |
| Sept. 30, 1879 | 60.2 | 14.8 | 30.2 | 3 | 3 | 56 | 10,600,000 | 10,600,000 | 2,600 | 3,768,000 | 980,000 | 980,000 | 980,000 | 980,000 | 980,000 | 60.2 | 41,234 | 22,134 | 22,820 | 77,044 | 12,709 | 100 |
| Sept. 30, 1880 | 60.2 | 14.8 | 30.2 | 3 | 3 | 56 | 10,600,000 | 10,600,000 | 2,600 | 3,768,000 | 980,000 | 980,000 | 980,000 | 980,000 | 980,000 | 60.2 | 41,234 | 22,134 | 22,820 | 77,044 | 12,709 | 100 |
| Sept. 30, 1881 | 60.2 | 14.8 | 30.2 | 3 | 3 | 56 | 10,600,000 | 10,600,000 | 2,600 | 3,768,000 | 980,000 | 980,000 | 980,000 | 980,000 | 980,000 | 60.2 | 41,234 | 22,134 | 22,820 | 77,044 | 12,709 | 100 |
| Sept. 30, 1882 | 60.2 | 14.8 | 30.2 | 3 | 3 | 56 | 10,600,000 | 10,600,000 | 2,600 | 3,768,000 | 980,000 | 980,000 | 980,000 | 980,000 | 980,000 | 60.2 | 41,234 | 22,134 | 22,820 | 77,044 | 12,709 | 100 |
| Sept. 30, 1883 | 60.2 | 14.8 | 30.2 | 3 | 3 | 56 | 10,600,000 | 10,600,000 | 2,600 | 3,768,000 | 980,000 | 980,000 | 980,000 | 980,000 | 980,000 | 60.2 | 41,234 | 22,134 | 22,820 | 77,044 | 12,709 | 100 |
| Sept. 30, 1884 | 60.2 | 14.8 | 30.2 | 3 | 3 | 56 | 10,600,000 | 10,600,000 | 2,600 | 3,768,000 | 980,000 | 980,000 | 980,000 | 980,000 | 980,000 | 60.2 | 41,234 | 22,134 | 22,820 | 77,044 | 12,709 | 100 |
| Sept. 30, 1885 | 60.2 | 14.8 | 30.2 | 3 | 3 | 56 | 10,600,000 | 10,600,000 | 2,600 | 3,768,000 | 980,000 | 980,000 | 980,000 | 980,000 | 980,000 | 60.2 | 41,234 | 22,134 | 22,820 | 77,044 | 12,709 | 100 |
| Sept. 30, 1886 | 60.2 | 14.8 | 30.2 | 3 | 3 | 56 | 10,600,000 | 10,600,000 | 2,600 | 3,768,000 | 980,000 | 980,000 | 980,000 | 980,000 | 980,000 | 60.2 | 41,234 | 22,134 | 22,820 | 77,044 | 12,709 | 100 |
| Sept. 30, 1887 | 60.2 | 14.8 | 30.2 | 3 | 3 | 56 | 10,600,000 | 10,600,000 | 2,600 | 3,768,000 | 980,000 | 980,000 | 980,000 | 980,000 | 980,000 | 60.2 | 41,234 | 22,134 | 22,820 | 77,044 | 12,709 | 100 |
| Sept. 30, 1888 | 60.2 | 14.8 | 30.2 | 3 | 3 | 56 | 10,600,000 | 10,600,000 | 2,600 | 3,768,000 | 980,000 | 980,000 | 980,000 | 980,000 | 980,000 | 60.2 | 41,234 | 22,134 | 22,820 | 77,044 | 12,709 | 100 |
| Sept. 30, 1889 | 60.2 | 14.8 | 30.2 | 3 | 3 | 56 | 10,600,000 | 10,600,000 | 2,600 | 3,768,000 | 980,000 | 980,000 | 980,000 | 980,000 | 980,000 | 60.2 | 41,234 | 22,134 | 22,820 | 77,044 | 12,709 | 100 |
| Sept. 30, 1890 | 60.2 | 14.8 | 30.2 | 3 | 3 | 56 | 10,600,000 | 10,600,000 | 2,600 | 3,768,000 | 980,000 | 980,000 | 980,000 | 980,000 | 980,000 | 60.2 | 41,234 | 22,134 | 22,820 | 77,044 | 12,709 | 100 |
| Sept. 30, 1891 | 60.2 | 14.8 | 30.2 | 3 | 3 | 56 | 10,600,000 | 10,600,000 | 2,600 | 3,768,000 | 980,000 | 980,000 | 980,000 | 980,000 | 980,000 | 60.2 | 41,234 | 22,134 | 22,820 | 77,044 | 12,709 | 100 |
| Sept. 30, 1892 | 60.2 | 14.8 | 30.2 | 3 | 3 | 56 | 10,600,000 | 10,600,000 | 2,600 | 3,768,000 | 980,000 | 980,000 | 980,000 | 980,000 | 980,000 | 60.2 | 41,234 | 22,134 | 22,820 | 77,044 | 12,709 | 100 |
| Sept. 30, 1893 | 60.2 | 14.8 | 30.2 | 3 | 3 | 56 | 10,600,000 | 10,600,000 | 2,600 | 3,768,000 | 980,000 | 980,000 | 980,000 | 980,000 | 980,000 | 60.2 | 41,234 | 22,134 | 22,820 | 77,044 | 12,709 | 100 |
| Sept. 30, 1894 | 60.2 | 14.8 | 30.2 | 3 | 3 | 56 | 10,600,000 | 10,600,000 | 2,600 | 3,768,000 | 980,000 | 980,000 | 980,000 | 980,000 | 980,000 | 60.2 | 41,234 | 22,134 | 22,820 | 77,044 | 12,709 | 100 |
| Sept. 30, 1895 | 60.2 | 14.8 | 30.2 | 3 | 3 | 56 | 10,600,000 | 10,600,000 | 2,600 | 3,768,000 | 980,000 | 980,000 | 980,000 | 980,000 | 980,000 | 60.2 | 41,234 | 22,134 | 22,820 | 77,044 | 12,709 | 100 |
| Sept. 30, 1896 | 60.2 | 14.8 | 30.2 | 3 | 3 | 56 | 10,600,000 | 10,600,000 | 2,600 | 3,768,000 | 980,000 | 980,000 | 980,000 | 980,000 | 980,000 | 60.2 | 41,234 | 22,134 | 22,820 | 77,044 | 12,709 | 100 |
| Sept. 30, 1897 | 60.2 | 14.8 | 30.2 | 3 | 3 | 56 | 10,600,000 | 10,600,000 | 2,600 | 3,768,000 | 980,000 | 980,000 | 980,000 | 980,000 | 980,000 | 60.2 | 41,234 | 22,134 | 22,820 | 77,044 | 12,709 | 100 |
| Sept. 30, 1898 | 60.2 | 14.8 | 30.2 | 3 | 3 | 56 | 10,600,000 | 10,600,000 | 2,600 | 3,768,000 | 980,000 | 980,000 | 980,000 | 980,000 | 980,000 | 60.2 | 41,234 | 22,134 | 22,820 | 77,044 | 12,709 | 100 |
| Sept. 30, 1899 | 60.2 | 14.8 | 30.2 | 3 | 3 | 56 | 10,600,000 | 10,600,000 | 2,600 | 3,768,000 | 980,000 | 980,000 | 980,000 | 980,000 | 980,000 | 60.2 | 41,234 | 22,134 | 22,820 | 77,044 | 12,709 | 100 |
| Sept. 30, 1900 | 60.2 | 14.8 | 30.2 | 3 | 3 | 56 | 10,600,000 | 10,600,000 | 2,600 | 3,768,000 | 980,000 | 980,000 | 980,000 | 980,000 | 980,000 | 60.2 | 41,234 | 22,134 | 22,820 | 77,044 | 12,709 | 100 |
| Sept. 30, 1901 | 60.2 | 14.8 | 30.2 | 3 | 3 | 56 | 10,600,000 | 10,600,000 | 2,600 | 3,768,000 | 980,000 | 980,000 | 980,000 | 980,000 | 980,000 | 60.2 | 41,234 | 22,134 | 22,820 | 77,044 | 12,709 | 100 |
| Sept. 30, 1902 | 60.2 | 14.8 | 30.2 | 3 | 3 | 56 | 10,600,000 | 10,600,000 | 2,600 | 3,768,000 | 980,000 | 980,000 | 980,000 | 980,000 | 980,000 | 60.2 | 41,234 | 22,134 | 22,820 | 77,044 | 12,709 | 100 |
| Sept. 30, 1903 | 60.2 | 14.8 | 30.2 | 3 | 3 | 56 | 10,600,000 | 10,600,000 | 2,600 | 3,768,000 | 980,000 | 980,000 | 980,000 | 980,000 | 980,000 | 60.2 | 41,234 | 22,134 | 22,820 | 77,044 | 12,709 | 100 |
| Sept. 30, 1904 | 60.2 | 14.8 | 30.2 | 3 | 3 | 56 | 10,600,000 | 10,600,000 | 2,600 | 3,768,000 | 980,000 | 980,000 | 980,000 | 980,000 | 980,000 | 60.2 | 41,234 | 22,134 | 22,820 | 77,044 | 12,709 | 100 |
| Sept. 30, 1905 | 60.2 | 14.8 | 30.2 | 3 | 3 | 56 | 10,600,000 | 10,600,000 | 2,600 | 3,768,000 | 980,000 | 980,000 | 980,000 | 980,000 | 980,000 | 60.2 | 41,234 | 22,134 | 22,820 | 77,044 | 12,709 | 100 |
| Sept. 30, 1906 | 60.2 | 14.8 | 30.2 | 3 | 3 | 56 | 10,600,000 | 10,600,000 | 2,600 | 3,768,000 | 980,000 | 980,000 | 980,000 | 980,000 | 980,000 | 60.2 | 41,234 | 22,134 | 22,820 | 77,044 | 12,709 | 100 |
| Sept. 30, 1907 | 60.2 | 14.8 | 30.2 | 3 | 3 | 56 | 10,600,000 | 10,600,000 | 2,600 | 3,768,000 | 980,000 | 980,000 | 980,000 | 980,000 | 980,000 | 60.2 | 41,234 | 22,134 | 22,820 | 77,044 | 12,709 | 100 |
| Sept. 30, 1908 | 60.2 | 14.8 | 30.2 | 3 | 3 | 56 | 10,600,000 | 10,600,000 | 2,600 | 3,768,000 | 980,000 | 980,000 | 980,000 | 980,000 | 980,000 | 60.2 | 41,234 | 22,134 | 22,820 | 77,044 | 12,709 | 100 |
| Sept. 30, 1909 | 60.2 | 14.8 | 30.2 | 3 | 3 | 56 | 10,600,000 | 10,600,000 | 2,600 | 3,768,000 | 980,000 | 980,000 | 980,000 | 980,000 | 980,000 | 60.2 | 41,234 | 22,134 | 22,820 | 77,044 | 12,709 | 100 |
| Sept. 30, 1910 | 60.2 | 14.8 | 30.2 | 3 | 3 | 56 | 10,600,000 | 10,600,000 | 2,600 | 3,768,000 | 980,000 | 980,000 | 980,000 | 980,000 | 980,000 | 60.2 | 41,234 | 22,134 | 22,820 | 77,044 | 12,709 | 100 |
| Sept. 30, 1911 | 60.2 | 14.8 | 30.2 | 3 | 3 | 56 | 10,600,000 | 10,600,000 | 2,600 | 3,768,000 | 980,000 | 980,000 | 980,000 | 980,000 | 980,000 | 60.2 | 41,234 | 22,134 | 22,820 | 77,044 | 12,709 | 100 |
| Sept. 30, 1912 | 60.2 | 14.8 | 30.2 | 3 | 3 | 56 | 10,600,000 | 10,600,000 | 2,600 | 3,768,000 | 980,000 | 980,000 | 980,000 | 980,000 | 980,000 | 60.2 | 41,234 | 22,134 | 22,820 | 77,044 | 12,709 | 100 |
| Sept. 30, 1913 | 60.2 | 14.8 | 30.2 | 3 | 3 | 56 | 10,600,000 | 10,600,000 | 2,600 | 3,768,000 | 980,000 | 980,000 | 980,000 | 980,000 | 980,000 | 60.2 | 41,234 | 22,134 | 22,820 | 77,044 | 12,709 | 100 |
| Sept. 30, 1914 | 60.2 | 14.8 | 30.2 | 3 | 3 | 56 | 10,600,000 | 10,600,000 | 2,600 | 3,768,000 | 980,000 | 980,000 | 980,000 | 980,000 | 980,000 | 60.2 | 41,234 | 22,134 | 22,820 | 77,044 | 12,709 | 100 |
| Sept. 30, 1915 | 60.2 | 14.8 | 30.2 | 3 | 3 | 56 | 10,600,000 | 10,600,000 | 2,600 | 3,768,000 | 980,000 | 980,000 | 980,000 | 980,000 | 980,000 | 60.2 | 41,234 | 22,134 | 22,820 | 77,044 | 12,709 | 100 |
| Sept. 30, 1916 | 60.2 | 14.8 | 30.2 | 3 | 3 | 56 | 10,600,000 | 10,600,000 | 2,600 | 3,768,000 | 980,000 | 980,000 | 980,000 | 980,000 | 980,000 | 60.2 | 41,234 | 22,134 | 22,820 | 77,044 | 12,709 | 100 |
| Sept. 30, 1917 | 60.2 | 14.8 | 30.2 | 3 | 3 | 56 | 10,600,000 | 10,600,000 | 2,600 | 3,768,000 | 980,000 | 980,000 | 980,000 | 980,000 | 980,000 | 60.2 | 41,234 | 22,134 | 22,820 | 77,044 | 12,709 | 100 |
| Sept. 30, 1918 | 60.2 | 14.8 | 30.2 | 3 | 3 | 56 | 10,600,000 | 10,600,000 | 2,600 | 3,768,000 | 980,000 | 980,000 | 980,000 | 980,000 | 980,000 | 60.2 | 41,234</ | | | | | |

Sept. 20 1871, 53.6—13.3— 27/ 22/ 9/ 400-Cheathre.....New Hampshire. 2,689.30

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

See asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included in that headed "Railroad." A dash (-) across the column signifies "all," and running dots (....) signify "not ascertainable."

| Abstract of General Balance Sheet. | | | | | | | | | | | | | | |
|------------------------------------|--|--|--------------|--|--|-------------|--|--|-----------|--|--|------------------|--|--|
| Property and Assets. | | | Liabilities. | | | Operations. | | | Earnings. | | | Value of Shares. | | |
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[illegible]

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

an asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (....) signify "not ascertained."

Land Grant Railroads are printed in "Italics."

Abstract of General Balance Sheet.

| Abstract of General Balance Sheet. | | | | | | | | | | | | | | | | | | | | | | | | | |
|------------------------------------|------------|--------------|-----------------------|-----------------------|----------|-------|----------------------|----------------|---------|--------------------|------------|------------|--------------------|-----------------|-------------|--------|---------------|-------------------|------------------|------------|--------|-----------|------------|------|-------|
| Years ending | Railroad. | | | Rolling Stock. | | | Property and Assets. | | | Liabilities. | | | Railroad Operated. | | Operations. | | Earnings. | | Value of Shares. | | | | | | |
| | Main Line. | Branch Line. | 2d Track and Sidings. | Railroad in progress. | Engines. | Cars. | Railroad. | Rolling Stock. | Assets. | Accounts and Cash. | Stocks. | Bonds. | Accounts. | Surplus Income. | M. | M. | Trains Moved. | Carried one mile. | | Freight. | Gross. | Net. | Dividends. | Par. | P. c. |
| Sept. 30, 1871 | 5.4 | | | | | | 461,297 | | | | 217,200 | 101,000 | 59,465 | 74,700 | 5.4 | 10,275 | 6,296 | 1,900 | | 4,889 | | | | 100 | 100 |
| Sept. 30, 1872 | 12.3 | | | | | | 229,110 | | | | 135,300 | | | 377,341 | 12.3 | 17,000 | 12,919 | 38,602 | | No return. | | | | 100 | 100 |
| Sept. 30, 1873 | 17.4 | | | | | | 12,101,253 | 1,840,972 | | 3,928,676 | 15,600,000 | 1,641,500 | | 377,341 | 17.4 | 20,000 | 12,919 | 38,602 | | 4,889 | 4,889 | 1,868,584 | | 100 | 100 |
| Sept. 30, 1874 | 26.2 | | | | | | 10,609,729 | 1,008,027 | | 6,326,773 | 15,600,000 | 1,641,500 | | 377,341 | 26.2 | 20,000 | 12,919 | 38,602 | | 4,889 | 4,889 | 1,868,584 | | 100 | 100 |
| Sept. 30, 1875 | 33.1 | | | | | | 2,508,000 | | | 1,857,400 | 1,000,000 | 1,000,000 | | 205,733 | 33.1 | 20,000 | 12,919 | 38,602 | | 4,889 | 4,889 | 1,868,584 | | 100 | 100 |
| Sept. 30, 1876 | 35.3 | | | | | | 3,210,616 | | | 2,508,000 | 1,000,000 | 1,000,000 | | 205,733 | 35.3 | 20,000 | 12,919 | 38,602 | | 4,889 | 4,889 | 1,868,584 | | 100 | 100 |
| Sept. 30, 1877 | 35.3 | | | | | | 1,112,858 | | | 326,372 | 334,966 | 600,000 | 127,420 | 783,241 | 35.3 | 20,000 | 12,919 | 38,602 | | 4,889 | 4,889 | 1,868,584 | | 100 | 100 |
| Sept. 30, 1878 | 35.3 | | | | | | 4,947,746 | | | 326,372 | 334,966 | 600,000 | 127,420 | 783,241 | 35.3 | 20,000 | 12,919 | 38,602 | | 4,889 | 4,889 | 1,868,584 | | 100 | 100 |
| Sept. 30, 1879 | 35.3 | | | | | | 2,148,131 | | | 24,840 | 42,518 | 1,009,950 | 39,868 | 4,813 | 35.3 | 20,000 | 12,919 | 38,602 | | 4,889 | 4,889 | 1,868,584 | | 100 | 100 |
| Sept. 30, 1880 | 35.3 | | | | | | 6,815,643 | 1,161,187 | | 136,456 | 220,339 | 3,502,600 | 705,780 | 386,725 | 35.3 | 20,000 | 12,919 | 38,602 | | 4,889 | 4,889 | 1,868,584 | | 100 | 100 |
| Sept. 30, 1881 | 35.3 | | | | | | 5,465,496 | | | 136,456 | 220,339 | 3,502,600 | 705,780 | 386,725 | 35.3 | 20,000 | 12,919 | 38,602 | | 4,889 | 4,889 | 1,868,584 | | 100 | 100 |
| Sept. 30, 1882 | 35.3 | | | | | | 1,454,745 | 1,049,049 | | 39,191 | 650,317 | 2,495,700 | 2,311,067 | 897,468 | 35.3 | 20,000 | 12,919 | 38,602 | | 4,889 | 4,889 | 1,868,584 | | 100 | 100 |
| Sept. 30, 1883 | 35.3 | | | | | | 3,508,450 | | | 301,144 | 484,381 | 5,601,700 | 5,862,000 | 996,457 | 35.3 | 20,000 | 12,919 | 38,602 | | 4,889 | 4,889 | 1,868,584 | | 100 | 100 |
| Sept. 30, 1884 | 35.3 | | | | | | 5,908,450 | | | 100,370 | 252,916 | 3,068,400 | 102,100 | 146,661 | 35.3 | 20,000 | 12,919 | 38,602 | | 4,889 | 4,889 | 1,868,584 | | 100 | 100 |
| Sept. 30, 1885 | 35.3 | | | | | | 927,491 | | | 875,000 | 1,000,000 | 400,000 | | | 35.3 | 20,000 | 12,919 | 38,602 | | 4,889 | 4,889 | 1,868,584 | | 100 | 100 |
| Sept. 30, 1886 | 35.3 | | | | | | 1,448,971 | | | 1,448,971 | 217,215 | 700,000 | 784,357 | 548,255 | 35.3 | 20,000 | 12,919 | 38,602 | | 4,889 | 4,889 | 1,868,584 | | 100 | 100 |
| Sept. 30, 1887 | 35.3 | | | | | | 2,416,765 | | | 2,416,765 | 2,823,400 | 700,000 | 784,357 | 548,255 | 35.3 | 20,000 | 12,919 | 38,602 | | 4,889 | 4,889 | 1,868,584 | | 100 | 100 |
| Sept. 30, 1888 | 35.3 | | | | | | 4,942,765 | | | 4,942,765 | 2,823,400 | 700,000 | 784,357 | 548,255 | 35.3 | 20,000 | 12,919 | 38,602 | | 4,889 | 4,889 | 1,868,584 | | 100 | 100 |
| Sept. 30, 1889 | 35.3 | | | | | | 4,157,971 | 1,550,422 | | 34,259 | 450,000 | 6,534,800 | 2,967,946 | 2,477,717 | 35.3 | 20,000 | 12,919 | 38,602 | | 4,889 | 4,889 | 1,868,584 | | 100 | 100 |
| Sept. 30, 1890 | 35.3 | | | | | | 4,824,904 | | | 4,824,904 | 450,000 | 6,534,800 | 2,967,946 | 2,477,717 | 35.3 | 20,000 | 12,919 | 38,602 | | 4,889 | 4,889 | 1,868,584 | | 100 | 100 |
| Sept. 30, 1891 | 35.3 | | | | | | 9,085,766 | | | 9,085,766 | 450,000 | 6,534,800 | 2,967,946 | 2,477,717 | 35.3 | 20,000 | 12,919 | 38,602 | | 4,889 | 4,889 | 1,868,584 | | 100 | 100 |
| Sept. 30, 1892 | 35.3 | | | | | | 1,008,331 | | | 1,008,331 | 450,000 | 6,534,800 | 2,967,946 | 2,477,717 | 35.3 | 20,000 | 12,919 | 38,602 | | 4,889 | 4,889 | 1,868,584 | | 100 | 100 |
| Sept. 30, 1893 | 35.3 | | | | | | 6,023,088 | | | 6,023,088 | 450,000 | 6,534,800 | 2,967,946 | 2,477,717 | 35.3 | 20,000 | 12,919 | 38,602 | | 4,889 | 4,889 | 1,868,584 | | 100 | 100 |
| Sept. 30, 1894 | 35.3 | | | | | | 8,008,022 | | | 8,008,022 | 450,000 | 6,534,800 | 2,967,946 | 2,477,717 | 35.3 | 20,000 | 12,919 | 38,602 | | 4,889 | 4,889 | 1,868,584 | | 100 | 100 |
| Sept. 30, 1895 | 35.3 | | | | | | 8,600,000 | | | 8,600,000 | 450,000 | 6,534,800 | 2,967,946 | 2,477,717 | 35.3 | 20,000 | 12,919 | 38,602 | | 4,889 | 4,889 | 1,868,584 | | 100 | 100 |
| Sept. 30, 1896 | 35.3 | | | | | | 9,000,000 | | | 9,000,000 | 450,000 | 6,534,800 | 2,967,946 | 2,477,717 | 35.3 | 20,000 | 12,919 | 38,602 | | 4,889 | 4,889 | 1,868,584 | | 100 | 100 |
| Sept. 30, 1897 | 35.3 | | | | | | 1,299,324 | | | 1,299,324 | 450,000 | 6,534,800 | 2,967,946 | 2,477,717 | 35.3 | 20,000 | 12,919 | 38,602 | | 4,889 | 4,889 | 1,868,584 | | 100 | 100 |
| Sept. 30, 1898 | 35.3 | | | | | | 7,074,078 | | | 7,074,078 | 450,000 | 6,534,800 | 2,967,946 | 2,477,717 | 35.3 | 20,000 | 12,919 | 38,602 | | 4,889 | 4,889 | 1,868,584 | | 100 | 100 |
| Sept. 30, 1899 | 35.3 | | | | | | 3,704,078 | | | 3,704,078 | 450,000 | 6,534,800 | 2,967,946 | 2,477,717 | 35.3 | 20,000 | 12,919 | 38,602 | | 4,889 | 4,889 | 1,868,584 | | 100 | 100 |
| Sept. 30, 1900 | 35.3 | | | | | | 2,500,000 | | | 2,500,000 | 450,000 | 6,534,800 | 2,967,946 | 2,477,717 | 35.3 | 20,000 | 12,919 | 38,602 | | 4,889 | 4,889 | 1,868,584 | | 100 | 100 |
| Sept. 30, 1901 | 35.3 | | | | | | 9,500,000 | | | 9,500,000 | 450,000 | 6,534,800 | 2,967,946 | 2,477,717 | 35.3 | 20,000 | 12,919 | 38,602 | | 4,889 | 4,889 | 1,868,584 | | 100 | 100 |
| Sept. 30, 1902 | 35.3 | | | | | | 1,000,000 | | | 1,000,000 | 450,000 | 6,534,800 | 2,967,946 | 2,477,717 | 35.3 | 20,000 | 12,919 | 38,602 | | 4,889 | 4,889 | 1,868,584 | | 100 | 100 |
| Sept. 30, 1903 | 35.3 | | | | | | 3,300,000 | | | 3,300,000 | 450,000 | 6,534,800 | 2,967,946 | 2,477,717 | 35.3 | 20,000 | 12,919 | 38,602 | | 4,889 | 4,889 | 1,868,584 | | 100 | 100 |
| Sept. 30, 1904 | 35.3 | | | | | | 1,000,000 | | | 1,000,000 | 450,000 | 6,534,800 | 2,967,946 | 2,477,717 | 35.3 | 20,000 | 12,919 | 38,602 | | 4,889 | 4,889 | 1,868,584 | | 100 | 100 |
| Sept. 30, 1905 | 35.3 | | | | | | 2,488,250 | | | 2,488,250 | 450,000 | 6,534,800 | 2,967,946 | 2,477,717 | 35.3 | 20,000 | 12,919 | 38,602 | | 4,889 | 4,889 | 1,868,584 | | 100 | 100 |
| Sept. 30, 1906 | 35.3 | | | | | | 5,838,692 | | | 5,838,692 | 450,000 | 6,534,800 | 2,967,946 | 2,477,717 | 35.3 | 20,000 | 12,919 | 38,602 | | 4,889 | 4,889 | 1,868,584 | | 100 | 100 |
| Sept. 30, 1907 | 35.3 | | | | | | 875,000 | | | 875,000 | 450,000 | 6,534,800 | 2,967,946 | 2,477,717 | 35.3 | 20,000 | 12,919 | 38,602 | | 4,889 | 4,889 | 1,868,584 | | 100 | 100 |
| Sept. 30, 1908 | 35.3 | | | | | | 4,774,000 | | | 4,774,000 | 450,000 | 6,534,800 | 2,967,946 | 2,477,717 | 35.3 | 20,000 | 12,919 | 38,602 | | 4,889 | 4,889 | 1,868,584 | | 100 | 100 |
| Sept. 30, 1909 | 35.3 | | | | | | 27,151,999 | 7,458,101 | | 39,432,616 | 16,000,433 | 41,339,475 | 13,600,500 | 1,253,887 | 35.3 | 20,000 | 12,919 | 38,602 | | 4,889 | 4,889 | 1,868,584 | | 100 | 100 |
| Sept. 30, 1910 | 35.3 | | | | | | 2,947,500 | | | 2,947,500 | 450,000 | 6,534,800 | 2,967,946 | 2,477,717 | 35.3 | 20,000 | 12,919 | 38,602 | | 4,889 | 4,889 | 1,868,584 | | 100 | 100 |
| Sept. 30, 1911 | 35.3 | | | | | | 4,829,887 | | | 4,829,887 | 450,000 | 6,534,800 | 2,967,946 | 2,477,717 | 35.3 | 20,000 | 12,919 | 38,602 | | 4,889 | 4,889 | 1,868,584 | | 100 | 100 |
| Sept. 30, 1912 | 35.3 | | | | | | 1,800,000 | | | 1,800,000 | 450,000 | 6,534,800 | 2,967,946 | 2,477,717 | 35.3 | 20,000 | 12,919 | 38,602 | | 4,889 | 4,889 | 1,868,584 | | 100 | 100 |
| Sept. 30, 1913 | 35.3 | | | | | | | | | | | | | | | | | | | | | | | | |

[illegible]

REFERRED & GUARANTEED STOCKS

(Marked with an asterisk (*) are guaranteed by lessees and thus (1) have equal dividends with lessees' stock.)

| (COMPANIES.) | Amount outstanding. | Rate. | Paid. | Market Price. |
|--|---------------------|-------|-------|---------------|
| RAILROAD STOCKS: | | | | |
| Atlantic & Gt. West'n (O. D.) pref. | \$1,919,000 | 7 | 7 | 100 |
| Atlantic and St. Lawrence* guar. | 2,494,000 | 4 | 4 | 100 |
| Baltimore and Ohio, pref. | 3,000,000 | 6 | 6 | 100 |
| Berkshire* guaranteed | 600,000 | 7 | 7 | 100 |
| Blossburg and Corning* guar. | 250,000 | 5 | 5 | 100 |
| Boston, Concord and Montreal, pref. | 1,340,000 | 6 | 6 | 100 |
| Buffalo, N. York and Erie* guar. | 950,000 | 7 | 7 | 100 |
| Camden and Atlantic, pref. | 753,095 | 7 | 7 | 100 |
| Catawissa* pref. and guar. | 2,200,000 | 7 | 7 | 100 |
| Cayuga and Susquehanna* guar. | 689,110 | 9 | 9 | 100 |
| Cedar Rapids & Missouri, preferred | 755,000 | 7 | 7 | 100 |
| Central Ohio, preferred | 400,000 | 7 | 7 | 100 |
| Chesapeake* guar. | 380,000 | 8 | 8 | 100 |
| Cheshire, preferred | 2,017,816 | 7 | 7 | 100 |
| Chicago and Alton, pref. | 2,425,400 | 7 | 7 | 100 |
| Chicago, Iowa and Nebraska* guar. | 2,000,000 | 10 | 10 | 100 |
| Chicago and Northwestern, pref. | 20,370,293 | 7 | 7 | 100 |
| Cleveland and Mahoning* guar. | 2,056,000 | 7 | 7 | 100 |
| Cleveland and Toledo* guar. | 6,250,000 | 34 | 34 | 100 |
| Cochecho, preferred | 177,750 | 8 | 8 | 100 |
| Connecticut and Passumpsic Rivers, preferred | 1,822,100 | 6 | 6 | 100 |
| Cumberland Valley, 1st pref. | 241,900 | 8 | 8 | 100 |
| Delaware* guaranteed | 242,000 | 8 | 8 | 100 |
| Detroit & Milwaukee*, preferred and guaranteed | 594,261 | 6 | 6 | 100 |
| Dubuque and Sioux City*, preferred and guaranteed | 1,500,000 | 6 | 6 | 100 |
| Dubuque Southwestern, pref. | 1,088,170 | 7 | 7 | 100 |
| Eastern (N. H.)* guaranteed | 330,308 | 7 | 7 | 100 |
| Elmira, Jefferson and Canandaigua* guaranteed | 492,500 | 8 | 8 | 100 |
| Elmira and Williamsport*, guar. | 500,000 | 5 | 5 | 100 |
| Elmira and Williamsport*, preferred and guaranteed | 500,000 | 5 | 5 | 100 |
| Erie, preferred | 500,000 | 7 | 7 | 100 |
| Evansville and Crawfordsville pref. | 8,536,910 | 7 | 7 | 100 |
| Hannibal and St. Joseph, pref. | 100,000 | 7 | 7 | 100 |
| Harrisburg and Lancaster* guar. | 5,078,224 | 7 | 7 | 100 |
| Housatonic, preferred | 1,182,560 | 7 | 7 | 100 |
| Huntingdon & Broad Top Mountain, preferred | 1,180,000 | 8 | 8 | 100 |
| Joliet and Chicago* guar. | 190,750 | 7 | 7 | 100 |
| Joliet and Northern Indiana* guar. | 1,500,000 | 7 | 7 | 100 |
| Lackawanna and Bloomsburg, pref. | 300,000 | 8 | 8 | 100 |
| Leeds and Farmington* guar. | 500,000 | 7 | 7 | 100 |
| Little Schuylkill* guar. | 2,646,100 | 7 | 7 | 100 |
| Louisville, Cincinnati and Lexington, preferred | 848,700 | 9 | 9 | 100 |
| Marietta and Cincinnati, 1st pref. | 6,586,135 | 6 | 6 | 100 |
| Manchester and Lawrence* guar. | 4,051,744 | 6 | 6 | 100 |
| Michigan Southern, guaranteed | 1,000,000 | 9 | 9 | 100 |
| Mill Creek and Mine Hill* guar. | 586,800 | 10 | 10 | 100 |
| Milwaukee and St. Paul, preferred | 323,375 | 10 | 10 | 100 |
| Mine Hill and Schuylkill Haven*, guaranteed | 9,744,268 | 7 | 7 | 100 |
| Mount Carbon & Pt. Carbon* guar. | 3,775,000 | 8 | 8 | 100 |
| New Haven and Northampton | 282,250 | 12 | 12 | 100 |
| New York and Harlem, pref. | 1,344,000 | 2 | 2 | 100 |
| Niagara Bridge and Canandaigua* guar. | 1,500,000 | 8 | 8 | 100 |
| North Eastern (S. C.) preferred | 1,000,000 | 6 | 6 | 100 |
| Ogdensburg and L. Champlain, pref. | 155,000 | 8 | 8 | 100 |
| Ohio and Mississippi, pref. | 1,037,000 | 8 | 8 | 100 |
| Paterson and Hudson*, guar. | 3,500,000 | 7 | 7 | 100 |
| Paterson and Ramapo, guar. | 630,000 | 8 | 8 | 100 |
| Peoria and Bureau Valley* guar. | 248,000 | 5 | 5 | 100 |
| Philadelphia and Erie* | 1,290,000 | 6 | 6 | 100 |
| Philadelphia and Reading, pref. | 5,996,700 | 10 | 10 | 100 |
| Philadelphia and Trenton*, guar. | 1,551,800 | 10 | 10 | 100 |
| Pittsfield and North Adams* guar. | 1,090,720 | 10 | 10 | 100 |
| Portl. & Kennebec (Yarmouth) guar. | 460,000 | 3 | 3 | 100 |
| Portland, Sag. & Portsmouth* guar. | 204,000 | 6 | 6 | 100 |
| Portsmouth and Concord* | 1,500,000 | 6 | 6 | 100 |
| Richmond, Fredericksb. & Potomac, guaranteed | 350,000 | 7 | 7 | 100 |
| Rochester and Genesee Valley* | 142,900 | 7 | 7 | 100 |
| Rutland, preferred | 657,560 | 7 | 7 | 100 |
| St. Louis, Alton and T. H. pref. | 2,040,000 | 7 | 7 | 100 |
| Sandusky and Cincinnati, pref. | 445,566 | 6 | 6 | 100 |
| Schuylkill Valley*, guar. | 676,000 | 5 | 5 | 100 |
| Shamokin Valley & Pottsville*, guar. | 869,450 | 5 | 5 | 100 |
| Tol. Peoria & Warsaw 1st pref. | 1,700,000 | 7 | 7 | 100 |
| Toledo, Wabash and Western, pref. | 1,500,000 | 7 | 7 | 100 |
| Troy and Greenbush* guar. | 274,000 | 7 | 7 | 100 |
| Vermont and Canada* guar. | 2,500,000 | 8 | 8 | 100 |
| Warren* guar. | 1,408,300 | 7 | 7 | 100 |
| White Mountains*, guar. | 300,000 | 5 | 5 | 100 |
| Wrightsv. York & Gettysburg*, pref. | 317,050 | 2 | 2 | 100 |
| CANAL STOCKS: | | | | |
| Delaware Division* guar. | 1,633,350 | 8 | 8 | 100 |
| Morris, preferred | 1,175,000 | 10 | 10 | 100 |
| Schuylkill Navigation, pref. | 2,585,997 | 6 | 6 | 100 |
| Union, preferred | 2,585,997 | 6 | 6 | 100 |
| UNDEVELOPED STOCKS: | | | | |
| Cumberland Coal, pref. | 1,774,400 | 7 | 7 | 100 |
| Mariposa Mining, pref. | 1,774,400 | 7 | 7 | 100 |

WHOLESALE PRICE CURRENT.

| | |
|--|--|
| IRON—DUTY: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1½ cents per lb.; Pig, \$7 per ton; Polished Sheet, 3 cents per lb.; Galvanized, 2½; Scrap Cast, \$5; Scrap Wrought, \$5 per ton—all less 10 per cent. No Bar Iron to pay a less duty than 35 per cent. ad val. | |
| Pig, Scotch—Coltness..... per ton — @ — | |
| Gartsherrie..... 54 @ 55 | |
| Glenarnock..... 50 @ 51 | |
| Eglinton..... 49 @ 51 | |
| Pig, American, No. 1..... 45 @ 46 | |
| Pig, American, No. 2..... 44 @ 45 | |
| Pig, American, Forge..... 40 @ 43 | |
| Bar, Refined, English and American..... 110 @ — | |
| Bar, Swedes, assorted sizes..... (gold) 120 @ 130 | |
| STORE PRICES. | |
| Bar, Swedes, 1½ x 1½ & 1½ x 1½ to 1½ x 1½ sq. 1½ to 1½ to 1½ to 2 sq. 6 to 12 x 1½ & 1½..... 145 @ 155 | |
| Bar, Refined, 1½ to 2 in. rd. & sq. 1 to 6 in. x 1 to 1 in..... 105 @ 107 50 | |
| Bar, Refined, 1½ to 6 by 1½ & 5-16 in..... 110 @ 112 50 | |
| Bar, Refined, 1½ by 1½ & 5-16..... 112 50 @ 115 | |
| Large Rounds, 2½ to 2½ to 3½ to 4 in..... 112 50 @ 125 | |
| Scroll..... 120 @ 150 | |
| Ovals and Half-round..... 130 @ 150 | |
| Band, 1 to 6 in. by 3-16 to No. 12..... 122 50 @ 125 | |
| Horse Shoe..... 117 50 @ 127 50 | |
| Rods, 1 to 3-16 inch..... 110 @ 152 50 | |
| Hoop, 1 by No. 22 to 1 & 1½ by 13 & 14..... 127 50 @ 172 50 | |
| Nail Rod..... per lb. — @ — | |
| Sheet, Russia, as to assortment..... (gold) 16 @ — 16½ | |
| Sheet, Single D. and T. Common..... 64 @ — 71 | |
| Sheet, Doubles and Trebles, Charcoal..... 71 @ — 81 | |
| Sheet, Galvanized..... List. 15 per ct. disc. | |
| Rails, English..... (gold) per ton. 74 @ — 75 | |
| Rails, American, at Works in Penna. c'y. 80 @ — | |
| Anvils, (English)..... per lb. currency. — 9 @ — | |
| STEEL—DUTY: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11½ cents per lb.; over 11½ cents, 3½ cents per lb., and 10 per cent. ad val., all less 10 per cent. (Store prices.) | |
| English, Cast (2d and 1st quality)..... per lb. — 18 @ — 22 | |
| English Spring (2d and 1st quality)..... — 94 @ — 104 | |
| English Blister (2d and 1st quality)..... — 114 @ — 16 | |
| English Machinery..... — 114 @ — 14 | |
| English German (2d and 1st quality)..... — 114 @ — 12 | |
| American Blister..... — @ — 11½ | |
| American, Cast, Tool..... — @ — 17 | |
| American, Spring..... — @ — 11 | |
| American Machinery..... — @ — 11½ | |
| American German..... — 9 @ — | |
| NAILS—DUTY: Cut, 1½; Wrought, 2½; Wrought Horse Shoe, 5 cents per lb.; Copper, 45 per cent.; Yellow Metal and Zinc, 35 per cent. ad val.—all less 10 per cent. | |
| 10d. to 6d. Common..... per keg. — @ 5 | |
| 8d. and 9d. "..... — @ 5 25 | |
| 6d. and 7d. "..... — @ 5 50 | |
| 4d. and 5d. "..... — @ 5 75 | |
| 3d. "..... — @ 6 50 | |
| Cut, 2d and 3d. Fine..... — @ 7 25 | |
| 4d. and 4½d. Sugar Box..... — @ 6 | |
| Cut Spikes, all sizes..... — @ 5 25 | |
| Horse Shoe, forged (No. 10 to 5)..... per lb. — 21 @ — 33 | |
| Copper..... — @ — 45 | |
| Yellow Metal Sheathing and Siding..... — 27 @ — 30 | |
| TIN—DUTY: Pig, Bars and Block, FREE; Plate and Sheets and Terne Plates, 15 per cent. ad val. | |
| Banca..... (gold) per lb. — @ — 36 | |
| Straits..... (gold)..... — 304 @ — 31 | |
| English..... (gold)..... — 314 @ — 31 | |
| Plates—Fair to good brands..... Gold..... Currency..... | |
| I. C. Charcoal..... per box. 11 @ 11 50 12 75 @ 13 25 | |
| I. C. Coke..... 10 @ 10 25 11 50 @ 11 75 | |
| Coke Terne..... 8 75 @ 9 25 10 @ 10 50 | |
| Charcoal Terne..... 10 @ 10 25 11 50 @ 11 75 | |
| PETROLEUM—DUTY: Crude, 20 cents; Refined 40 cents per gallon. | |
| Crude, 40 @ 48 gravity (in bulk)..... — 94 @ — 15 | |
| Crude, 40 @ 47 gravity (in shipping order)..... — 144 @ — 15 | |
| Refined, Standard White (in ship's order)..... — 234 @ — 24 | |
| Refined, S. W. (in jobbing lots)..... — 24 @ — 26 | |
| Refined, S. W. (in tin)..... — 284 @ — 29 | |
| Naptha, Refined, (65 @ 73 gravity)..... — 16 @ — 16½ | |
| Residuum..... per bbl. — 114 @ — 12 | |
| COPPER—DUTY: Pig, Bar and Ingot, 5; Old Copper, 4 cents per lb.; Manufactured, 45 per cent. ad val., all less 10 per cent. All Cash. | |
| Copper, New Sheathing, (over 12 oz.) per lb. — @ — 43 | |
| Copper, Bolts..... — @ — 45 | |
| Copper, Braziers' (over 16 oz.)..... — @ — 45 | |
| Copper, Nails..... — @ — 45 | |
| Copper, Old Sheathing, &c., mixed lots..... — 23 @ — 30 | |
| Copper, English Pig..... — @ — 31 | |
| Copper, American Ingot..... — 344 @ — 35 | |
| LEAD—DUTY: Pig, \$2 per 100 lb.; Old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.—all less 10 p. ct. | |
| Spanish..... (gold) per 100 lb. 6 374 @ 6 624 | |
| German..... (gold) 6 374 @ 6 624 | |
| English..... (gold) 6 50 @ 7 | |
| Bar..... — @ 9 25 | |
| Sheet..... — @ 10 50 | |
| Colwells, Shaw & Willard Tin-Lined Lead Pipe 1.6c pr. lb. | |
| COAL—DUTY: Bituminous, 75 cts. per ton of 28 bushels 80 lb. to the bushel; Anthracite, FREE; other, 40 cents per 28 bushels of 80 lb. to the bushel. | |
| Newcastle Gas..... per ton of 2240 lb. nominal. | |
| Liverpool Gas Cannel..... — @ 18 | |
| Liverpool House Cannel..... — 22 @ — | |
| Anthracite (by cargo)..... per ton of 2,000 lb. 5 @ — 6 | |

New York Stock Exchange.

Actual Sale Prices for the week ending Jan. 15.

| | Th. 9. | F. 10. | Sat. 11. | M. 13. | Tu. 14. | W. 15. |
|--------------------------------|----------------------|---------------|----------|--------|---------|--------|
| Boston, Hart. & Erie..... | 8½ | 8½ | 8½ | 8½ | 8½ | 8½ |
| Canton Co..... | 102 | 99½ | 99½ | 102 | 101½ | 101½ |
| Central Pacific Co..... | 99½ | 100½ | 100½ | 99½ | 99½ | 99½ |
| Central of N. Jersey..... | 100½ | 100½ | 101 | 100½ | 101 | 101 |
| Chicago & Alton..... | 113 | 113 | 113 | 100½ | 100½ | 100½ |
| .. pref..... | 101½ | 101½ | 101½ | 101½ | 101½ | 101½ |
| .. 1 M..... | 101½ | 101½ | 101½ | 101½ | 101½ | 101½ |
| .. S. F..... | 101½ | 101½ | 101½ | 101½ | 101½ | 101½ |
| .. Inc. bds..... | 101½ | 101½ | 101½ | 101½ | 101½ | 101½ |
| Chicago, Burl. & Q..... | 8s, 1883 | 81 | 81 | 81 | 88 | 88 |
| Chic. & Northwestern..... | 51 | 81½ | 87½ | 87½ | 88 | 88 |
| .. pref..... | 98½ | 98½ | 98½ | 98½ | 98½ | 98½ |
| .. 1st M..... | 98½ | 98½ | 98½ | 98½ | 98½ | 98½ |
| .. S. F..... | 98½ | 98½ | 98½ | 98½ | 98½ | 98½ |
| .. Consol..... | 91 | 91 | 91 | 91 | 92 | 92 |
| Chic. Rock Isl. & Pa. 7s..... | 109½ | 109½ | 109½ | 110½ | 111½ | 110½ |
| Chi. R. I. & Pa. 7s, 1896..... | 100½ | 100½ | 100½ | 100½ | 100½ | 100½ |
| Clev., Col. C. & Ind..... | 90 | 90 | 90 | 90 | 90 | 90 |
| Clev. & Pittsburg guar..... | 89½ | 90 | 90 | 90 | 90 | 90 |
| .. 2 M..... | 98½ | 98½ | 98½ | 98½ | 98½ | 98½ |
| .. 3 M..... | 98½ | 98½ | 98½ | 98½ | 98½ | 98½ |
| .. 4 M..... | 98½ | 98½ | 98½ | 98½ | 98½ | 98½ |
| Clev. and Toledo..... | 99½ | 99½ | 99½ | 99½ | 99½ | 99½ |
| .. S. F. 7s..... | 99½ | 99½ | 99½ | 99½ | 99½ | 99½ |
| Col., Chl. & Ind. C..... | 38½ | 38½ | 38½ | 38½ | 38½ | 38 |
| .. 1 M..... | 73½ | 73½ | 73½ | 74½ | 74½ | 74½ |
| .. 2 M..... | 73½ | 73½ | 73½ | 74½ | 74½ | 74½ |
| Del. & Hudson Canal..... | 94½ | 94½ | 94½ | 94½ | 94½ | 94½ |
| Del. Lack. & Western..... | 94½ | 94½ | 94½ | 94½ | 94½ | 94½ |
| .. 1 M..... | 78 | 78 | 78 | 78 | 78 | 78 |
| .. 2 M..... | 78 | 78 | 78 | 78 | 78 | 78 |
| Erie Railway..... | 62 | 60½ | 59½ | 58½ | 61½ | 60½ |
| .. pref..... | 75 | 75 | 75 | 75 | 75 | 75 |
| .. 1 M. 7s, 1897..... | 101½ | 101½ | 101½ | 101½ | 101½ | 101½ |
| .. 2 M. 7s, 1879..... | 98 | 98 | 98 | 98 | 98 | 98 |
| .. 3 M. 7s, 1883..... | 94½ | 94½ | 94½ | 94½ | 94½ | 94½ |
| .. 4 M. 7s, 1880..... | 95 | 95 | 95 | 95 | 95 | 95 |
| .. 5 M. 7s, 1888..... | 87½ | 87½ | 87½ | 87½ | 87½ | 87½ |
| .. 7s, con. gold..... | 47½ | 48 | 47 | 46½ | 47 | 47 |
| Great Western 2d mort..... | 70 | 70 | 70 | 70 | 70 | 70 |
| Hannibal & St. Joseph..... | 48½ | 47½ | 48 | 47 | 46½ | 47 |
| .. pref..... | 70 | 70 | 70 | 70 | 70 | 70 |
| .. 8s, conv. 93..... | 92½ | 92½ | 92½ | 92½ | 92½ | 92½ |
| Hudson River..... | 2 M. S. F..... | 125 | 125 | 125 | 125 | 125 |
| .. 3 M. 7s, 1875..... | 92½ | 92½ | 92½ | 92½ | 92½ | 92½ |
| Illinois Central..... | 92½ | 92½ | 92½ | 92½ | 92½ | 92½ |
| .. bonds..... | 94 | 94 | 94 | 94 | 94 | 94 |
| Lake Shore & Mich. S'th..... | 96½ | 92½ | 92½ | 92½ | 92½ | 92½ |
| Lake Shore Div. bonds..... | 94 | 94 | 94 | 94 | 94 | 94 |
| Marietta & Cin. 1st pref. 28 | 28 | 28 | 28 | 28 | 28 | 28 |
| .. 2d pref..... | 107½ | 107 | 104½ | 105 | 106 | 106 |
| Michigan Central..... | 107½ | 107 | 104½ | 105 | 106 | 106 |
| .. S. F. 8s, 1882, 115..... | 97½ | 97½ | 97½ | 97½ | 97½ | 97½ |
| M. S. and N. I. M. S. F..... | 97½ | 97½ | 97½ | 97½ | 97½ | 97½ |
| Mariposa Mining Co..... | 2½ | 2½ | 2½ | 2½ | 2½ | 2½ |
| Milw. and St. Paul..... | 63½ | 63½ | 62½ | 61½ | 61½ | 62½ |
| .. pref..... | 63½ | 63½ | 62½ | 61½ | 61½ | 62½ |
| .. 1st mort..... | 90½ | 90½ | 90½ | 90½ | 90½ | 90½ |
| .. 2d mort..... | 108 | 108 | 108 | 108 | 108 | 108 |
| .. 8s..... | 73-10s con..... | 7s, gold..... | 93 | 93 | 93 | 93 |
| Missouri Co..... | H. & St. J. iss..... | 90 | 90 | 90½ | 90 | 89½ |
| Morris and Essex..... | 1st mort..... | 93 | 93½ | 103½ | 102½ | 102½ |
| N. Y. Cen. & Hud. Riv. 101½ | 2d mort..... | 98 | 98½ | 103½ | 102½ | 102½ |
| .. 7s, S. F. 1876..... | 6s, S. F. 1883..... | 92 | 93 | 103½ | 102½ | 102½ |
| .. 6s, S. F. 1883..... | 6s, S. F. 1887..... | 115½ | 115½ | 115 | 116 | 115½ |
| N. York and Harlem..... | pref..... | 100½ | 100½ | 100½ | 100½ | 100½ |
| .. 1 M. 7s, 1873..... | 140 | 140 | 141½ | 141½ | 141 | 141 |
| N. York, N. Hav. & Hart..... | 24 | 24 | 24 | 24 | 24 | 24 |
| N. Carolina Co. old..... | new..... | 46½ | 46½ | 46½ | 46½ | 46½ |
| Ohio and Miss..... | pref..... | 84½ | 85 | 85 | 85 | 85 |
| .. 2d M..... | 70½ | 71½ | 71½ | 71½ | 71½ | 71 |
| Pacific Mail S. S. Co..... | 92½ | 92 | 92 | 92½ | 92½ | 92½ |
| Panama..... | 1 M..... | 94½ | 95 | 95 | 95 | 95 |
| Pitte., Ft. W. & Chi. gtd. 92½ | 2 M..... | 94½ | 95 | 95 | 95 | 95 |
| .. 1 M..... | 94½ | 95 | 95 | 95 | 95 | 95 |
| .. 2 M..... | 94½ | 95 | 95 | 95 | 95 | 95 |
| .. 3 M..... | 94½ | 95 | 95 | 95 | 95 | 95 |
| Quicksilver Mining Co. 46 | pref..... | 80 | 80 | 80 | 80 | 80 |
| St. L., Alton & T. H..... | 1 M..... | 89 | 89 | 89 | 89 | 89 |
| .. pref..... | 89 | 89 | 89 | 89 | 89 | 89 |
| .. 2 M. pref..... | 81 | 81 | 81 | 81 | 81 | 81 |
| .. Income bds..... | 81 | 81 | 81 | 81 | 81 | 81 |
| Tennessee Co. old..... | 81 | 80½ | 80½ | 80½ | 80½ | 80½ |
| .. new..... | 80 | 80 | 80 | 80 | 80 | 80 |
| Tol., Wab. & Western..... | 73½ | 73½ | 73½ | 73½ | 73½ | 73½ |
| .. pref..... | 93 | 93 | 93 | 93 | 93 | 93 |
| .. 1 M..... | 93 | 93 | 93 | 93 | 93 | 93 |
| .. 2 M..... | 93 | 93 | 93 | 93 | 93 | 93 |
| .. Equipment..... | 93 | 93 | 93 | 93 | 93 | 93 |
| .. St. Lou. Div..... | 37½ | 36½ | 36½ | 34½ | 35½ | 35½ |
| Union Pacific..... | 1st mort..... | 86½ | 86½ | 86½ | 86½ | 86½ |
| .. L. Gt. 7s..... | 78½ | 77 | 76½ | 74 | 76½ | 77 |
| .. Inc. 10s..... | 76 | 76 | 76 | 76 | 76 | 76 |
| Virginia Co. old..... | new..... | 55½ | 55½ | 55½ | 55½ | 55½ |
| .. consol..... | 15 | 15 | 15 | 15 | 15 | 15 |
| .. def. cert..... | 15 | 15 | 15 | 15 | 15 | 15 |

New York Stock Exchange.

Actual Sale Prices for the week ending Jan. 15.

Th.9. F.10.Sat.11.M.13.Tu.14.W.15

FEDERAL STOCKS:—

| | | | | | | | |
|---------------------------------|-----|-----|-----|-----|-----|-----|-----|
| U. S. 5s, 1874, reg..... | 110 | 110 | 110 | 110 | 110 | 110 | 110 |
| U. S. 5s, 1874, coup..... | 110 | 110 | 110 | 110 | 110 | 110 | 110 |
| U. S. 5s, 10-40s, reg..... | 110 | 110 | 110 | 110 | 110 | 110 | 110 |
| U. S. 5s, 10-40s, coup..... | 110 | 110 | 110 | 110 | 110 | 110 | 110 |
| U. S. 5s, 1881, reg..... | 111 | 111 | 111 | 111 | 111 | 111 | 111 |
| U. S. 5s, 1881, coup..... | 111 | 111 | 111 | 111 | 111 | 111 | 111 |
| U. S. 6s, 1881, reg..... | 115 | 115 | 115 | 115 | 115 | 115 | 115 |
| U. S. 6s, 1881, coup..... | 115 | 115 | 115 | 115 | 115 | 115 | 115 |
| U. S. 6s, 5-20s, reg. '62..... | 112 | 112 | 112 | 112 | 112 | 112 | 112 |
| U. S. 6s, 5-20s, c. 1862, 113 | 113 | 113 | 113 | 113 | 113 | 113 | 113 |
| U. S. 6s, 5-20s, reg. '64..... | 113 | 113 | 113 | 113 | 113 | 113 | 113 |
| U. S. 6s, 5-20s, c. 1864, 114 | 113 | 113 | 113 | 113 | 113 | 113 | 113 |
| U. S. 6s, 5-20s, reg. '65..... | 114 | 114 | 114 | 114 | 114 | 114 | 114 |
| U. S. 6s, 5-20s, c. 1865, 115 | 114 | 114 | 114 | 114 | 114 | 114 | 114 |
| U. S. 6s, 5-20s, r. n. '65..... | 113 | 113 | 113 | 113 | 113 | 113 | 113 |
| U. S. 6s, 5-20s, c. n. '65, 114 | 113 | 113 | 113 | 113 | 113 | 113 | 113 |
| U. S. 6s, 5-20s, reg. '67, 114 | 114 | 114 | 114 | 114 | 114 | 114 | 114 |
| U. S. 6s, 5-20s, c. 1867, 115 | 114 | 114 | 114 | 114 | 114 | 114 | 114 |
| U. S. 6s, 5-20s, reg. '68..... | 115 | 115 | 115 | 115 | 115 | 115 | 115 |
| U. S. 6s, 5-20s, c. '68, 115 | 115 | 115 | 115 | 115 | 115 | 115 | 115 |
| U. S. 6s, Pac.R.R. issue, 113 | 112 | 112 | 112 | 112 | 112 | 112 | 112 |

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Jan. 14.

W.8. Th.9. F.10.Sat.11.M.13.Tu.14

| | | | | | | | |
|------------------------------------|-----|-----|-----|-----|-----|-----|-----|
| Catawissa preferred .. 44 | 44 | 44 | 44 | 44 | 44 | 44 | 44 |
| Camden and Amboy .. 97 | 97 | 97 | 97 | 97 | 97 | 97 | 97 |
| .. 6s, 1875 .. 97 | 97 | 97 | 97 | 97 | 97 | 97 | 97 |
| .. 6s, 1883 .. 87 | 87 | 87 | 87 | 87 | 87 | 87 | 87 |
| .. 6s, 1889 .. 94 | 95 | 95 | 95 | 95 | 95 | 95 | 95 |
| .. mort. 6s, '89 .. 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 |
| Elmira & Williamsport .. 39 | 39 | 39 | 39 | 39 | 39 | 39 | 39 |
| .. pref. .. 38 | 38 | 38 | 38 | 38 | 38 | 38 | 38 |
| Lehigh Navigation .. 38 | 38 | 38 | 38 | 38 | 38 | 38 | 38 |
| .. 6s, 1884 .. 86 | 86 | 86 | 86 | 86 | 86 | 86 | 86 |
| .. Gold L. .. 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| .. R. R. L. .. 93 | 93 | 93 | 93 | 93 | 93 | 93 | 93 |
| .. Conv. L. .. 59 | 59 | 59 | 59 | 59 | 59 | 59 | 59 |
| Lehigh Valley R. R. .. 59 | 59 | 59 | 59 | 59 | 59 | 59 | 59 |
| .. 6s new coup. .. 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 |
| .. 6s new reg. .. 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 |
| Little Schuylkill R.R. .. 45 | 45 | 45 | 45 | 45 | 45 | 45 | 45 |
| .. 7s .. 78 | 78 | 78 | 78 | 78 | 78 | 78 | 78 |
| Minehill .. 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 |
| Morris Canal .. 50 | 50 | 50 | 50 | 50 | 50 | 50 | 50 |
| .. pref. .. 98 | 98 | 98 | 98 | 98 | 98 | 98 | 98 |
| North Pennsylvania .. 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 |
| .. 6s, 1880 .. 110 | 110 | 110 | 110 | 110 | 110 | 110 | 110 |
| .. 7s .. 34 | 34 | 34 | 34 | 34 | 34 | 34 | 34 |
| .. 10s, 1887 .. 74 | 74 | 74 | 74 | 74 | 74 | 74 | 74 |
| Northern Central .. 56 | 57 | 57 | 57 | 57 | 57 | 57 | 57 |
| .. 1st M. .. 98 | 98 | 98 | 98 | 98 | 98 | 98 | 98 |
| .. 2d M. .. 94 | 94 | 94 | 94 | 94 | 94 | 94 | 94 |
| .. Gen. mort. .. 94 | 94 | 94 | 94 | 94 | 94 | 94 | 94 |
| .. reg. .. 94 | 94 | 94 | 94 | 94 | 94 | 94 | 94 |
| Penn. State. 6s, 1st series .. 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 |
| .. 6s, 2d series .. 104 | 104 | 104 | 104 | 104 | 104 | 104 | 104 |
| .. 6s, 3d series .. 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 |
| Philadelphia City, 6s .. 96 | 96 | 96 | 96 | 96 | 96 | 96 | 96 |
| .. new .. 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 |
| Philad. Germ. & Nor. .. 57 | 57 | 57 | 57 | 57 | 57 | 57 | 57 |
| Phila. & Reading .. 57 | 57 | 57 | 57 | 57 | 57 | 57 | 57 |
| Philadelphia and Erie .. 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 |
| .. 6s .. 91 | 91 | 91 | 91 | 91 | 91 | 91 | 91 |
| .. 7s .. 55 | 55 | 55 | 55 | 55 | 55 | 55 | 55 |
| Phila. Wilm. & Balt. .. 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 |
| Schuylkill Navigation .. 75 | 75 | 75 | 75 | 75 | 75 | 75 | 75 |
| .. pref. .. 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 |
| .. 6s, 1882 .. 18 | 18 | 18 | 18 | 18 | 18 | 18 | 18 |
| .. 6s, 1876 .. 19 | 19 | 19 | 19 | 19 | 19 | 19 | 19 |
| .. 6s, 1872 .. 19 | 19 | 19 | 19 | 19 | 19 | 19 | 19 |
| United Co. of N. Jersey .. 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 |
| Hesterville, (Horse) .. 18 | 18 | 18 | 18 | 18 | 18 | 18 | 18 |
| Chestnut & Wal. .. 19 | 19 | 19 | 19 | 19 | 19 | 19 | 19 |
| Green & Coates .. 19 | 19 | 19 | 19 | 19 | 19 | 19 | 19 |
| 2d and 3d streets .. 19 | 19 | 19 | 19 | 19 | 19 | 19 | 19 |
| Spruce and Pine .. 19 | 19 | 19 | 19 | 19 | 19 | 19 | 19 |
| 13th and 15th sts. .. 19 | 19 | 19 | 19 | 19 | 19 | 19 | 19 |

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Jan. 14.

W.8. Th.9. F.10.Sat.11. M.13.Tu.14

| | | | | | | | |
|-------------------------------|-----|-----|-----|-----|-----|-----|-----|
| Baltimore City 6s, 1875 .. 97 | 97 | 97 | 97 | 97 | 97 | 97 | 97 |
| .. 1886 .. 96 | 96 | 96 | 96 | 96 | 96 | 96 | 96 |
| .. 1890 .. 96 | 96 | 96 | 96 | 96 | 96 | 96 | 96 |
| .. 1884 .. 96 | 96 | 96 | 96 | 96 | 96 | 96 | 96 |
| .. 1900 .. 96 | 96 | 96 | 96 | 96 | 96 | 96 | 96 |
| Balt and Ohio .. 154 | 154 | 154 | 154 | 154 | 154 | 154 | 154 |
| .. bonds, 1875 .. 97 | 97 | 97 | 97 | 97 | 97 | 97 | 97 |
| .. 1880 .. 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 |
| .. 1885 .. 97 | 97 | 97 | 97 | 97 | 97 | 97 | 97 |
| Marietta & Cin. 1st M. .. 101 | 101 | 101 | 101 | 101 | 101 | 101 | 101 |
| .. 2d M. .. 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 |
| .. 3d M. .. 81 | 81 | 81 | 81 | 81 | 81 | 81 | 81 |
| Northern Central .. 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| .. bonds, 1885 .. 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| .. 1900 .. 87 | 87 | 87 | 87 | 87 | 87 | 87 | 87 |
| Pittab. & Connellsv. 7s .. 91 | 91 | 91 | 91 | 91 | 91 | 91 | 91 |
| N. W. Va. 1st mort. .. 55 | 55 | 55 | 55 | 55 | 55 | 55 | 55 |
| .. 2d mort. .. 55 | 55 | 55 | 55 | 55 | 55 | 55 | 55 |
| .. 3d mort. .. 55 | 55 | 55 | 55 | 55 | 55 | 55 | 55 |
| Virginia 8s, Consol. .. 55 | 55 | 55 | 55 | 55 | 55 | 55 | 55 |
| .. Defer. Certif. .. 15 | 15 | 15 | 15 | 15 | 15 | 15 | 15 |
| City Passenger R. R. .. 15 | 15 | 15 | 15 | 15 | 15 | 15 | 15 |

Boston Stock Exchange.

Actual Sale Prices for the week ending Jan. 15.

Th.9. F.10. Sat.11.M.13.Tu.14.W.15

| | | | | | | | |
|-------------------------------|-----|-----|-----|-----|-----|-----|-----|
| Boston and Albany .. 147 | 147 | 147 | 147 | 147 | 147 | 147 | 147 |
| Boston and Lowell .. 123 | 123 | 123 | 123 | 123 | 123 | 123 | 123 |
| Boston and Providence .. 149 | 150 | 149 | 149 | 149 | 149 | 149 | 149 |
| Boston, Hartford & Erie .. 44 | 44 | 44 | 44 | 44 | 44 | 44 | 44 |
| .. 7s, new .. 44 | 44 | 44 | 44 | 44 | 44 | 44 | 44 |
| Cheshire, pref. .. 114 | 114 | 114 | 114 | 114 | 114 | 114 | 114 |
| Chl. Burl. & Quincy .. 114 | 114 | 114 | 114 | 114 | 114 | 114 | 114 |
| Concord .. 104 | 104 | 104 | 104 | 104 | 104 | 104 | 104 |
| Connecticut River .. 131 | 131 | 131 | 131 | 131 | 131 | 131 | 131 |
| Eastern .. 104 | 104 | 104 | 104 | 104 | 104 | 104 | 104 |
| Fitchburg .. 106 | 106 | 106 | 106 | 106 | 106 | 106 | 106 |
| Manchester & Law'ce .. 106 | 106 | 106 | 106 | 106 | 106 | 106 | 106 |
| Michigan Central .. 106 | 106 | 106 | 106 | 106 | 106 | 106 | 106 |
| Northern, N. H. .. 113 | 113 | 113 | 113 | 113 | 113 | 113 | 113 |
| Ogdens. & Lake Champ .. 113 | 113 | 113 | 113 | 113 | 113 | 113 | 113 |
| .. pref. .. 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 |
| Old Colony & Newport .. 113 | 113 | 113 | 113 | 113 | 113 | 113 | 113 |
| Ph. Wtl. & Baltimore .. 56 | 56 | 56 | 56 | 56 | 56 | 56 | 56 |
| Port'd, Saco & Ports .. 86 | 86 | 86 | 86 | 86 | 86 | 86 | 86 |
| Union Pacific .. 75 | 75 | 75 | 75 | 75 | 75 | 75 | 75 |
| .. 6s .. 70 | 70 | 70 | 70 | 70 | 70 | 70 | 70 |
| .. Land Grant 7s .. 71 | 71 | 71 | 71 | 71 | 71 | 71 | 71 |
| .. Income 10s .. 61 | 61 | 61 | 61 | 61 | 61 | 61 | 61 |
| Vermont & Canada .. 85 | 85 | 85 | 85 | 85 | 85 | 85 | 85 |
| Vermont & Mass. .. 58 | 58 | 58 | 58 | 58 | 58 | 58 | 58 |
| South Boston (Horse) .. 58 | 58 | 58 | 58 | 58 | 58 | 58 | 58 |
| Cambridge .. 58 | 58 | 58 | 58 | 58 | 58 | 58 | 58 |
| Metropolitan .. 58 | 58 | 58 | 58 | 58 | 58 | 58 | 58 |
| Middlesex .. 191 | 191 | 191 | 191 | 191 | 191 | 191 | 191 |
| Central Mining Co. .. 191 | 191 | 191 | 191 | 191 | 191 | 191 | 191 |
| Copper Falls .. 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 |
| Franklin .. 51 | 51 | 51 | 51 | 51 | 51 | 51 | 51 |
| National .. 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Pewabic .. 50 | 50 | 50 | 50 | 50 | 50 | 50 | 50 |
| Quincy .. 51 | 51 | 51 | 51 | 51 | 51 | 51 | 51 |

London Stock Exchange.

Closing Prices—

| | Dec. 27. | Dec. 20. |
|--|----------|----------|
| Atlantic & Gt. W. 1st mort., \$1,000.. | 77 | 75 |
| Do. 2d mort., \$1,000.. | 64 | 62 |
| Do. Con. mort. B'nds Bisch's Cert. | 36 | 34 |
| Do. Reorg. Scrip. .. | 97 | 99 |
| Do. Leas. Lines, Rental Bonds.. | 89 | 91 |
| Detroit & Milwaukee 1st mort. Bonds | 74 | 77 |
| Do. 2d .. | 74 | 77 |
| Erie shares 100 dol. all paid.. | 49 | 48 |
| Do. Ticket of Protec. Com. attached | 92 | 94 |
| Do. 4 per cent Convertible Bonds.. | 92 | 94 |
| Do. European Agency Certificates .. | 99 | 101 |
| Illinois Central \$100 shares all paid.. | 100 | 101 |
| Do. Redemption mort. bonds 6 p.c. | 98 | 100 |
| Illinois & St. Louis Bridge 1st mort. | 97 | 98 |
| Marietta and Cincinnati Rail. Bonds. | 83 | 87 |
| Michigan Central 8s 1882, conv. | 100 | 100 |
| Panama 2d mort. | 92 | 94 |
| Panama General mort. | 93 | 100 |
| Pennsylvania, 2d mort. | 98 | 97 |
| Do. General mort. | 95 | 97 |
| Do. \$50 shares. | 45 | 47 |
| Philadelphia and Erie 1st mort. | 94 | 96 |
| Do. with option to be paid in Phila. | 94 | 96 |

American Railroad Journal.

Saturday, January 18, 1873.

Stock Exchange and Money Market.

Money has been quoted easier, in most instances, since our last. The offerings on both bank and private account have been more liberal, and lenders have been less exacting, as to callaterals. There has been less urgency in the demand for aid, especially from speculative sources. The bulk of the week's business in call loans has been on the basis of from 7 per cent. currency to the same rate, gold, per annum. Toward the close, however, the advantage was even more decidedly in favor of responsible borrowers, whose wants were more promptly met within the range of 5@7 per cent. per annum, on Government and Railway collaterals. A fairly active inquiry has been noted for discount accommodation within the range of 8@12 per cent. per annum, for strictly choice to very good business paper.

The clearances of the banks averaged through the week 112¼ millions a day, and amounted in the aggregate, for the whole week, to \$716,203,119 as against \$642,834,842 the preceding week. The U. S. Sub-Treasury at this point enlarged its currency balance, 1½ millions and reduced its coin re-

serve nearly 1½ millions as the result of the week's business.

The U. S. Sub Treasury office last week received \$4,894,734 of currency, and \$4,999,194 of gold, the latter including \$2,615,000 from customs; and disbursed \$3,588,029 of currency and \$6,443,860 of gold, the latter embracing \$3,448,005 of coin interest.

The city banks, in their latest return, show a loss of \$288,700 of legal tender notes with an increase of \$3,061,000 of specie, and of \$3,633,400 in their deposits, with a contraction of \$2,168,100 in their loan and discount averages, and of \$152,200 in their item of circulation. The city bank exchanges, last week, averaged 112¾ millions. The banks now hold \$4,690,275 of specie and legal tender notes more than the 25 per cent. of their liabilities required by the National Banking Act.

The specie reserve of the city banks according to the latest return is \$22,539,100, against \$27,892,900 same time last year. The city bank deposits are now \$207,441,500 against \$214,824,000, week ending Jan. 13, 1873. The legal tender reserve amounts to \$40,876,700, against \$43,669,000 same time last year. The circulation now stands at \$27,461,600 against \$28,439,300 same time last year. The loans are now \$275,552,900 against \$275,253,200 at this date last year.

at this port, since July 1, has been \$71,909,042 against \$82,377,365 during the same time in 1871-2.

Government has disbursed through the U. S. Sub-Treasury here, on account of the coin interest on the public debt, since July 1, 1872, \$50,329,518, against \$52,407,936 during the same time in 1871-2.

The export drain of specie was \$2,695,233 last week, against \$579,418 same week preceding year. The shipments since July 1, 1872, have been \$33,321,262 against \$23,239,936 during the same portion of 1871.

There has been rather less activity noted in foreign exchanges, especially toward the close, and rates have shown less firmness. Bankers' sixty day bills on London closed at 109 $\frac{1}{8}$ @109 $\frac{3}{8}$; eight bills on London, at 110 $\frac{1}{8}$ @110 $\frac{3}{8}$. The weeks exports of Domestic Produce have been to the currency value of \$4,454,423.

Government securities have been generally in very good request at firm prices, the bulk of the week's dealings having been on investment account. Government bought in \$197,600 (out of an aggregate offerings of only \$218,600) Five-Twenties from 111 98@111 99 net.

U. S. sixes of 1881 closed on Wednesday of this week at 115 $\frac{3}{4}$ @115 $\frac{1}{2}$ U. S. Five-Twenties of 1862, 113 $\frac{3}{4}$ @113 $\frac{1}{2}$; U. S. Five-Twenties of 1864 at 114@114 $\frac{1}{2}$; U. S. Five-Twenties of 1865, 115@115 $\frac{1}{2}$; U. S. Five-Twenties of 1865 consolidated, 113 $\frac{3}{4}$ @114; U. S. Five-Twenties of 1867, 115@115 $\frac{1}{2}$; U. S. Five-Twenties of 1868, 114 $\frac{3}{4}$ @115; U. S. Ten-forties at 111@111 $\frac{1}{2}$; U. S. Fives of 1881 (Funding Loan) 111 $\frac{3}{4}$ @112 $\frac{1}{4}$; Six per cent. currency Sixes from 113 $\frac{1}{2}$ @113 $\frac{3}{4}$.

The latest quotations at the London Stock Exchange compare as follows with former returns:

| | Dec. 31. | Jan. 8. | Jan. 15. |
|-------------------------|------------------|------------------|------------------|
| Consols | 91 $\frac{7}{8}$ | 92 $\frac{3}{8}$ | 92 $\frac{1}{4}$ |
| U. S. 5-20s, 1865 | 92 $\frac{1}{4}$ | 98 $\frac{1}{4}$ | 93 $\frac{1}{4}$ |
| " 1867 | 92 $\frac{1}{4}$ | 98 $\frac{1}{4}$ | 93 $\frac{3}{8}$ |
| " 10-40s | 89 | 89 $\frac{3}{4}$ | 89 $\frac{7}{8}$ |
| New Fives of 1881 | 89 $\frac{7}{8}$ | 90 $\frac{1}{2}$ | 90 $\frac{3}{8}$ |
| Erie | 50 $\frac{3}{8}$ | 50 $\frac{3}{8}$ | 50 |

State bonds have been rather more sought after at steadier rates.

Railroad bonds of the more substantial class have met with a steadier sale at firm prices, chiefly to investment buyers. Central Pacific Sixes closed strong at from 99 $\frac{1}{4}$ @99 $\frac{1}{2}$, ex the January three per cent. (coin) coupon.

It was assumed on Wednesday that the New York Central Company will issue one-fourth or \$10,000,000 of the great mortgage loan of \$40,000,000 in the sterling form, £2,000,000, interest payable in London, at 6 per cent. Gold, in place of 7 per cent. currency.

Railway and Miscellaneous share property has been moderately active, but variable as to values, closing, however, more steadily, favored by the relaxation in the Money pressure.

There has been a restricted movement noted in the Metal line, but on a generally firm basis as to values. Ingot Copper has been quoted rather firmer on, however, a less active inquiry; sales 300,000 lbs., at 34 $\frac{1}{4}$ c. cash, and 35c. for forward delivery; and 100 tons English, part to arrive, at 30 $\frac{1}{2}$ c.@31c. Iron has been generally quiet; Scotch Pig held above the views of buyers. Lead and Zinc dull at old figures. Spelter quoted at 7c., gold, for foreign but in-active. Pig tin has been in light demand, with Straits quoted at 31 $\frac{1}{4}$ c.

@31 $\frac{1}{2}$ c., gold, and English at 31c., gold. Of Tin Plates, sales were made of 1,000 boxes Charcoal, at \$11 for assorted; 500 boxes Coke at \$9 87 $\frac{1}{2}$ c., gold per box; market steady.

General business has been up to a fair average for the season. Breadstuffs closed stronger, as a rule, though Corn seemed weak. Provisions somewhat irregular. Naval Stores and Tobacco firmer. Petroleum lower. Middling upland cotton, left off on Wednesday at 20 $\frac{1}{2}$ cts. per lb. The receipts at all the ports, since Sept. 1, have been 1,927,679 bales, against 1,652,674 bales same time in the preceding year; exports 1,021,326 bales against 808,809 bales in the previous year; stock at the ports at latest dates, 506,550 bales against 506,460 bales same date 1871.

Foreign goods have been in comparatively moderate demand on a steady basis as to prices. The week's imports amounted to \$5,348,106, including \$1,562,478 of dry goods.

Ocean freights have shown more activity, but at irregular prices.

At the Live Stock Markets, Beeves have been in more demand at from 8@15; cts. Veals at 7@11 cts.; Sheep at from 5@8 $\frac{1}{4}$ cts.; Swine at 4 $\frac{3}{4}$ @5 cts. per lb., all live weight. The week's receipts were 5,611 Beeves, 667 Veal Calves, 20,498 Sheep and Lambs, and 34,838 Swine.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Clev., Col., Cin. and Ind. 1st mort., 102 $\frac{1}{2}$; Central of New Jersey 1st mort. new, 105; Central Pacific State Aid bonds, 110 $\frac{1}{2}$; Buffalo, New York and Erie 1st mort., 93; Long Dock bonds, 92 $\frac{1}{2}$; Lake Shore and Michigan Southern 7s, consol. coupon, 101; do. reg., 96 $\frac{1}{2}$; Delaware and Hudson Canal reg., 7s, 1891, 101; Ohio and Mississippi 7s, consols, 92; Peninsula R. R. 1st mort., 95; Boston, Hartford and Erie 1st mort., 43 $\frac{1}{2}$; North Missouri 1st mort., 91; Pacific (Mo.) R. R., 2d mort., 80; Lafayette, Bloomington and Miss. 1st mort., 87 $\frac{1}{2}$; New York and New Haven 6s, 99 $\frac{1}{2}$; Albany and Susq. 2d mort., 95; St. Louis, Kansas City and Northern pref., 66 $\frac{1}{2}$; Mo., Kansas and Texas R. R., 40; Western Union Tel., 82 $\frac{3}{8}$; do. 7s, 96 $\frac{1}{2}$; New Central Coal, 47 $\frac{3}{8}$; Spring Mt. Coal 60; American Coal, 56; Consol. Coal, of Md., 43; Maryland Coal, 20; Wells-Fargo Exp., 83; Am. Mer. Union Exp., 69; U. S. Exp., 79 $\frac{1}{2}$; Adams Exp., 95 $\frac{1}{2}$; Brooklyn 6s, W. L., 93 $\frac{1}{4}$; Atlantic M. S. S. Co., 13 $\frac{1}{4}$; South Carolina 6s, new, Jan. and July, 22; Texas 10, 1876, 77; Alabama 8s, 90; N. Y. State 7s, B. L. reg., 105.

Philadelphia.—Harrisburg and Lancaster 6s, 90; Philadelphia and Reading 6s, gold loan, reg., 97 $\frac{1}{2}$; do. 7s, 1893, 103; do. Gen'l mort. 7s, reg., 102; do. coupon, 100 $\frac{3}{4}$; do. 7s, new, con., 101 $\frac{3}{4}$; Pennsylvania and New York 7s, 95 $\frac{1}{2}$; Chesapeake and Delaware Canal 6s, 87 $\frac{1}{2}$; West Jersey 1st mort. 93; Allegheny Valley 7 8-10s, 91 $\frac{1}{2}$; Wilmington and Reading 7s, 98; Sunbury and Erie 7s, 101; Pittsburg, Cincinnati and St. Louis 7s, 81; Westchester and Phila. 7s, 103; Belvidere Delaware 2d mort., 83; Nesquehoning R. R., 55; Catawissa, 20 $\frac{3}{8}$; do. new pref., 34; New Jersey State 6s, exempt, 101. The latest quotations are: City 6s, 96 $\frac{1}{2}$ @96 $\frac{1}{4}$; do. free of tax, 100 $\frac{1}{8}$ @100 $\frac{1}{4}$; Pennsylvania State 6s, 1st series, 100 $\frac{1}{2}$ @101; do. 2d series, 104@105; do.

3d series, 106@107; Philadelphia and Reading, 56 $\frac{3}{4}$ @56 $\frac{1}{2}$; do. Gen'l mort. 7s, coup., 100 $\frac{3}{4}$ @100 $\frac{1}{2}$; do. reg., 101@102 $\frac{1}{2}$; do. mort. 6s, 1880, 93@95; do. 7s, new, conv., 101 $\frac{1}{2}$ @101 $\frac{3}{4}$; United New Jersey R. R. and Canal Co., 122 $\frac{1}{2}$ @123; Camden and Amboy mort. 6s, 1889, 94@95 $\frac{1}{4}$; do. 1883, 91 $\frac{3}{4}$ @92; do. 1889, 87 $\frac{1}{2}$ @87 $\frac{1}{2}$; Pennsylvania R. R., 57@57; do. 1st mort., 98 $\frac{1}{4}$ @98 $\frac{1}{2}$; do. 2d mort., 97 $\frac{1}{2}$ @99; do. General mort. coupon, 92@93; do. reg., 94 $\frac{1}{4}$ @95; Little Schuylkill R. R., 45 $\frac{3}{4}$ @46; Morris Canal, 50@50 $\frac{1}{2}$; do. pref., 124@125 $\frac{1}{4}$; do. 6s, 92@—; Susquehanna Canal, 7@9; do. 6s, 75@78; Schuylkill Nav., 7@7; do. pref., 14 $\frac{1}{8}$ @14 $\frac{3}{8}$; do. 6s, 1882, 75; do. 1872, 80@81; Elmira and Williamsport pref., 39@40; do. 7s, 1873, 93@—; do. 5s, 57@60; Lehigh Coal and Navigation, 38 $\frac{1}{2}$ @39; do. 6s, 1884, 86 $\frac{1}{2}$ @86 $\frac{1}{2}$; do. R. R. Loan, 93 $\frac{1}{2}$ @94; do. Gold Loan, 92@92 $\frac{1}{4}$; North Pennsylvania, 50@51; do. 6s, 97@98; do., 7s, 95 $\frac{1}{4}$ @96; do. Chattle 10s, 110@112; Philadelphia and Erie, 27 $\frac{1}{2}$ @28; do. 6s, 90@90 $\frac{1}{2}$; Minehill, 51 $\frac{1}{2}$ @—; Catawissa, 20 $\frac{1}{2}$ @21; do. pref., 44 $\frac{1}{2}$ @45; do. 7s, 1900, 100@100; Lehigh Valley, 59@59 $\frac{1}{4}$; do. 6s, new coupon, 95@95 $\frac{3}{4}$; do. reg., 95 $\frac{1}{4}$ @96 $\frac{1}{4}$; do. 7s, 103 $\frac{1}{4}$ @104; Fifth and Sixth streets, (horse,) 50@50; Second and Third, 55@—; Thirteenth and Fifteenth, 19 $\frac{1}{4}$ @20; Spruce and Pine, 31@32; Green and Coates, 47 $\frac{1}{2}$ @52; Chestnut and Walnut, 57@58; Hestonville, 19 $\frac{3}{4}$ @20; Union, —@73; Germantown, 30@—.

Boston.—Cedar Rapids and Missouri 7s, 1891, 89; Fitchburg and Worcester R. R. 7s, 1890, 90; Vermont Central 1st mort., 40; Old Colony 7s, 100 $\frac{1}{4}$; Michigan Central 8s, 1890, 105; Norwich and Worcester R. R., 124; Cincinnati, Sandusky and Cleveland R. R., 19; Atchison, Topeka and Santa Fe R. R., 26 $\frac{1}{2}$; Chicago, Burlington and Quincy rights, 23 $\frac{3}{8}$; Rutland pref., 61; do. scrip, 92; Burlington and Missouri River R. R. in Iowa, 114 $\frac{1}{2}$; do. in Nebraska, 66 $\frac{3}{4}$; Connecticut and Passumpsic Rivers R. R., pref., 91; Portsmouth, Gt. Falls and Conway R. R., 96 $\frac{1}{4}$; Cary Imp., 13 $\frac{1}{2}$; Waverly Land, 5 $\frac{1}{4}$; Brookline Land, 6 $\frac{3}{4}$; Boston Water Power, scrip, 70; Maine 6s, 1889, 99; Massachusetts 5s, 1883, gold, 98 $\frac{1}{8}$; New Hampshire 6s, 1894, 97 $\frac{1}{4}$; Portland 6s, 1887, 91; Chicago 7s, 1890, 98; do. 7s, 1893, 101 $\frac{1}{2}$; do. 6s, 1876, 95 $\frac{1}{4}$; St. Louis 6s, 1887, 94; do. 6s, gold, 98; Boston 6s, 1880, currency, 99; do. 1877, 98 $\frac{1}{2}$; Bath 6s, 90; Allouez Mining Co., 18; Calumet and Hecla, 155; Dawson silver, 1; Hanover, 1; Humboldt, 1 $\frac{3}{8}$; International silver, 2 $\frac{1}{2}$; Phoenix, 21 $\frac{1}{2}$; Ridge, 14; Rockland, 3 $\frac{3}{8}$; Petherick, 3 $\frac{3}{8}$; St. Clair, 3 $\frac{3}{8}$; Shuniah Silver 2 $\frac{3}{8}$.

Baltimore.—Orange, Alex. and Manassas 7s, 78; Northern Central 6s, 1900, gold, 91 $\frac{1}{2}$; Central Ohio 1st mort., 86; Orange and Alexandria 4th mort. 8s, 83 $\frac{1}{4}$; Virginia and Tennessee 8s, 89; Virginia Central 6s, 82; Union R. R. 1st mort., guar., 91; Virginia consols, reg., 51 $\frac{1}{2}$; Maryland 6s, 1890, 96 $\frac{1}{2}$; do. Defense 6s, 102 $\frac{1}{2}$; Atlantic Coal, 2.00. The latest quotations are: Wilmington, Columbia and Augusta bonds, 76 $\frac{1}{2}$ @77; Virginia Central 6s, 81@85; Pittsburg and Connellsville 7s, 1898, 91 $\frac{1}{4}$ @91 $\frac{1}{2}$; Baltimore and Ohio, 154 $\frac{1}{4}$ @155 $\frac{1}{4}$; do. 6s, 1875, 96@—; do., 1880, 95 $\frac{1}{4}$ @96; do., 1885, 96@97; Parkersburg Branch, 11@—; Northern Central 38 $\frac{1}{2}$ @39 $\frac{1}{2}$; do. 6s, 1885, 92@93; do., 1900, 87 $\frac{1}{2}$ @88; do., 6s, 1900, gold, 91 $\frac{1}{4}$ @91 $\frac{1}{2}$; N. W. Va. 1st mort., 103@105;

do., 2d mort., @—; do., 3d mort., 1885, 90@—; Marietta and Cincinnati 1st mort. 7s, 1892, 101¼ 102@; do., 2d mort., 7s, 88¼@88¼; do., 3d mort., 8s, 81¾@81½; Central Ohio, 36@40; do., pref., 40@40; do. 1st mort., 85¼@86; Western Md. 1st mort. 6s 1890, 80@—; do. 1st mort. guar., 95@96½; do., 2d mort. guar., 94@—; do. 3d mort., guar., 94@—; do. 2d mort. pref., 70½@80; do., 2d mort. guar. by Washington Co., 84@87; Richmond and Danville 1st mort., 75@77; Orange and Alexandria 1st mort. 6s, 96@97; do., 2d mort. 6s, 85¾@86; do., 3d mort. 8s, 93@95; do., 4th mort. 8s, 82¾@83¼; Orange, Alex. and Manassas 7s, 78@78¼; Virginia and Tennessee 1st mort. 6s, 99@103; do., 6s, 2d mort., 76¾@79; do. 8s, 3d mort., 88¾@89¼; Baltimore 6s, 1875, 97@97½; do., 1884, 96@96½; do. 1886, 96@96½; do., 1890, 96@96¼; do., 1893, —@97; do. 1893, exempt, 99¼@100; do., 1900, exempt, 95¼@96; do. 1900, new, 97@98; do. 1902, 96@—; Memphis City 6s, 53@54; Maryland Defense Loan, 1883, 102¼@103¼; Virginia 6s, old, 38@41; do. consol. 6s, 55½@56; do. reg. 52@—; do. coupon, 75@81; West Virginia, 15@15½; City Passenger R. R., 19½@22½; George's Creek Coal, 103@120.

BANKING OFFICE OF FISK & HATCH.

No. 5 Nassau-st., New-York, Jan. 16, 1873.

THE CHESAPEAKE AND OHIO, the CENTRAL AND WESTERN PACIFIC BONDS, all of which have been negotiated by us, we believe to be among the best and most desirable Investment Securities in the market, which in time must become very scarce; especially as the Government will probably, during the coming year, pay off, in gold, another large lot of FIVE-TWENTIES, and issue in their place FIVE PER CENT. BONDS.

THE CHESAPEAKE AND OHIO SIX PER CENT. GOLD BONDS, the total amount of which is only \$15,000,000, are secured upon a property worth \$35,000,000 to \$40,000,000, and are fully equal in intrinsic value to the CENTRAL PACIFIC BONDS. They are issued in denominations of \$100, \$500, and \$1,000, coupon or registered, and at their present market price, 86 and accrued interest, are very desirable.

THE CENTRAL PACIFIC SIX PER CENT. GOLD BONDS are too well known to require description or commendation. Their total amount is \$25,885,000; they have for a long time ranged in market price near or above par.

THE WESTERN PACIFIC SIX PER CENT. GOLD BONDS amount to \$2,735,000. This road is now consolidated with the CENTRAL PACIFIC, and the payment of its bonds, principal and interest, is assumed by them. Their market price to-day is 90 to 90¼. As they have recently been introduced on the Stock Exchange, we expect to see them rapidly rise to the price of CENTRAL PACIFICs, being substantially the same in character and value.

We buy and sell, as usual, Government Bonds, receive deposits, on which we allow interest, make collections, and conduct a general banking business in all its branches.

FISK & HATCH.

The latest information from the tracklaying forces of the Chesapeake and Ohio, state that only 10 miles of track remained to be laid to unite the Eastern and Western divisions.

Philadelphia and Reading Railroad.

From the Report of this Company presented at the annual meeting held in Philadelphia on the 13th inst., we learn that the receipts for 1872 from all sources of business were \$12,125,038 and the gross working expenses \$8,063,542, showing net profits to the amount of \$4,061,496, against net profits from same sources in 1871 of \$5,006,940. The total tonnage of the company, including weight of passengers, aggregated 10,981,657. The result of the year's business is thus condensed: Receipts over the cost of working the road, \$4,061,496 43; which is increased by interest, dividends, etc., to \$5,755,123 53. From this is to be deducted interest on bonded debt, taxes on do., interest on bonds and mortgages, and sinking funds, loans, etc., amounting to \$2,001,127 67—leaving a balance of \$3,753,995 86. Out of this amount a dividend of five per cent., and State tax thereon, has been paid, leaving a balance of \$1,958,003 66. There has been declared a dividend payable on the 24th inst., of five per cent., on the common and preferred stock, amounting with the State tax thereon to \$1,797,399 17—leaving a reserve fund of \$160,604 90. The report sets forth that the production of anthracite coal in 1872 was above 18,400,000 tons, an increase of 3,300,000 over the production of the year preceding. The company own and lease 1,385½ miles of single track. The net profits of six steam colliers owned by the company were \$117,641. A plan has been prepared for a new fleet of steam colliers, varying from 600 to 1,200 tons burthen, and a ship yard for repairing these vessels will be established at Port Richmond. The business of the Germantown and Norristown Railroad shows a large increase on any previous year. The company's express business promises well. The president anticipates a very large increase in the trade, and states that the road could ship two hundred thousand tons of coal per week. He also estimates that the average annual increase of the business of the company would in the future be 9½ per cent. of the consumption of the previous year. The leasing of the Catawissa Railroad was approved, and at the election subsequently held the old board and other officers were re-elected. We shall publish the report in full in our next issue.

The earnings of the North Pennsylvania Railroad for the year ending October 31, 1872, were \$1,336,938, and the expenses \$732,829—making the net earnings \$604,109, and leaving a balance, after deducting \$346,624 on account of interest, of \$257,484, equal to nearly 7½ per cent. on the stock. The mortgage debt increased \$99,000. To provide for the maturing loans of the company, &c., a general mortgage for six millions of dollars has been executed to the "Fidelity," as trustees, under which 7 per cent. bonds to the amount of \$1,915,000 will be issued.

The earnings of the Central Pacific Railroad for the month of December, 1872, were \$1,007,125, against \$672,358 for December, 1871—an increase of \$334,767. For the year ending December 31, 1872, the earnings were \$12,900,126, against \$9,467,072 for the year 1871—an increase of \$3,433,054.

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FOR PRIVATE AND SHORT LINES.

The undersigned is now prepared to supply the improved and superior

PRINTING TELEGRAPH INSTRUMENTS manufactured under the patent of Mr. J. E. SELDEN. This instrument has already been extensively introduced, and has given complete satisfaction to all who have adopted and used it. It is SIMPLE, RELIABLE, and not liable to get out of order; can be operated by any person of ordinary intelligence after a few minutes' instruction and practice.

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constructed in the best and most substantial manner, and on reasonable terms.

Favorable arrangements will be made with line constructors, telegraph employes, &c., for the introduction of the Printer.

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Enoch Morgan's Sons, 20 Park Place, New York.
Garner & Co., cor. Worth and Church sts, New York.
Thomson & Clark, 9 South William street, New York.
Moore, Jenkins & Co., cor. W. Broadway and Franklin street, New York.
P. Dater & Co., 112 Wall street, New York.
Liverpool and London and Globe Ins. Co., Broadway cor. Park Place, New York.
Aetna Insurance Co., Broadway cor. Cortlandt street, New York.
New York Gas Light Co., 157 and 159 Hester street, New York.
Daniel W. Richards & Co., 178 Pearl street, New York.
Wm. D. Andrews & Brother, 414 Water st., New York.
Howard & Morse, 45 Fulton street, New York.
John J. McCrum, cor. Elm & Walker streets, New York.
James L. Libby, 80 Centre street, New York.
Newman & Capron, cor. B'way & 38th street, New York.
American St. Boat Co., Providence, R. I.
Willard Aylum for Insane, Ovid, Seneca Co., N. Y.
Lake Erie Iron Co., Cleveland, Ohio.
Swifts Iron and Steel Works, Cincinnati, Ohio.
Phillips & Jordan, Cincinnati, Ohio.
A. H. Andrews & Co., cor. State and Monroe streets, Chicago, Ills.
Charlottesville Woolen Mills, Charlottesville, Virginia.
And various others.

The **First Premium** (A Silver Medal) was awarded this instrument at the Cincinnati Industrial Exposition for 1872, as being the "**Best Telegraphic Instrument for private use.**"

The North Pennsylvania Railroad Company announces a dividend of 5 per cent. payable in scrip bearing no interest, and convertible into the capital stock of the company when presented in sums of not less than fifty dollars.

The earnings of the Kansas Pacific Railroad for the fourth week of December, 1872, were \$54,099 63. For the month of December the earnings were \$223,340 82, an increase over December, 1871, of \$12,143 54.

The Louisville, New Albany and Chicago Railroad, running from New Albany, Ind., to Michigan City, was sold under a decree of the United States Court on the 27th ult. George L. Schuyler of New York was the purchaser for the first mortgage bondholders.

The earnings of the Erie Railway for the week ending January 7, were \$288,914, and since November 1, \$3,385,903, against \$3,195,891 for the corresponding period of the previous year—an increase of \$190,012.

Journal of Railroad Law.

RAILROAD COMPANIES—EFFECT OF PRINTED NOTICE ON FACE OF TICKET—WIFE'S BAGGAGE.

The recent case of *Rawson vs. Pennsylvania Railroad Company*, (48 N. Y., 212,) was an action brought to recover the alleged value of two trunks, containing clothing and jewelry to the amount of \$3,847, and lost on the Railroad of the defendant in September, 1864.

The plaintiff was returning from Massillon, Ohio, to New York, and bought at Massillon a through ticket to New York, which contained the following notice on its face:

"This ticket entitles the holder to not over 80 lbs. baggage free, and not at rate exceeding in value 100 dollars, unless notice is given and an extra amount paid, at double first-class freight rates. No road represented by either of these tickets is responsible for the passenger or baggage while upon any other road.

(Signed)

H. R. PAYSON,
General passenger agent.

Nothing was paid for extra baggage. The jury found a verdict for the full amount of the property lost.

The following is the opinion of the court delivered by—

EARL, J.—The first question to be considered is whether the property destroyed belonged to the plaintiff in such a sense that she can maintain this action, it consisted of her wearing apparel and personal ornaments and constituted her paraphernalia. A portion of them was given to her by her husband and as to such portion it is claimed she had no such property as will sustain a recovery in her name. At common law the wife's paraphernalia during coverture ordinarily belong to the husband and he could dispose of them; but he could not dispose of them by will; and if the wife survived him she could claim them against all persons except her husband's creditors. And this common law rule is substantially embodied in our statutes except that the wife's paraphernalia are secured to her even as against creditors. (Reeves Domestic Relations 37.)

For an injury to or conversion of the wife's paraphernalia during coverture, the husband was at common law the proper party to sue, and this rule has not been changed by our statutes except so far as the wife can in any case claim the paraphernalia as her property.

The property was given to the wife by her husband and her son. As to so much as was given to her by her son, no question is made; but it is claimed that the gift from her husband was invalid and hence that the property remained his. Prior to the recent legislation in this state in reference to the rights of married women, gifts of personal property from husband to wife would be upheld in equity, though void at common law and such gifts could be impeached only by creditors (*Graham vs. Londonderry* 3 Atk. 393). In equity the property given would be treated as the wife's separate estate and she would be protected in its enjoyment and possession even against the interference of her husband. This estate under the statutes of 1848, 1849, 1860, 1862, in reference to the property of married women, if not absolutely converted into a legal estate, is clothed with all the incidents of a legal estate and she is the proper person to sue and to be sued in refer-

ence thereto. Hence I cannot doubt that this action was properly brought in the name of plaintiff.

The only other question to be considered is, whether the matter printed upon the face of the railroad ticket bought by the plaintiff at Massillon limited the liability of the defendant; and that it did not is now too well settled to admit of dispute, (*Blossom vs. Dodd* 43 N. Y. 264.) The words thus printed do not purport to embody the contract between the parties, they are a mere notice as to the terms upon which a passenger's baggage will be carried and are entitled to no more force because they are printed upon the face of the ticket than if they had been printed on the back of the ticket or on a separate piece of paper posted up in the ticket office; and hence this case is clearly within the rule that a carrier cannot limit his liability by notice, but can do so only by express contract.

It must however be admitted that if the railroad agent had called plaintiff's attention to this language when he sold the ticket and took her money, or if it had been shown that she knew of this language when she paid her money and took the ticket the law would presume in the absence of objection on her part that she assented to the terms therein expressed.

But here she testified that she did not read this language, and there is no proof that she received the ticket under such circumstances that the law will presume that she must have known and understood the language and assented to the terms. It would be unreasonable to presume that a passenger when he buys a railroad ticket at a ticket office, stops to read the language printed upon it, and it would be equally unreasonable to hold that a passenger must take notice that the language upon his ticket contains any contract or in any way limits the carriers' common law liability.

A ticket does not generally contain any contract and is not intended to. It is a mere token or voucher adopted for convenience to show that the passenger has paid his fare from one place to another.

The contract between these parties was made when the plaintiff bought her ticket and the rights and duties of the parties were then determined. Hence even if the plaintiff had read what appears upon her ticket after she had entered upon her journey it would have made no difference with her rights. She was not then obliged to submit to a contract which she never made, or leave the train and demand her baggage.

I have therefore reached the conclusion that the judgment should be affirmed with costs. Judgment affirmed.

The earnings of the Union Pacific Railroad in November, 1872, were \$915,727, the expenses \$362,343, and the net earnings \$553,384. In November, 1871, the earnings were \$708,171, the expenses \$284,993, and the net earnings \$423,143—showing an increase in gross earnings of \$207,586, in expenses of \$77,350, and in net earnings of \$130,236. For eleven months ending November 30, 1872, the earnings were \$8,134,754, the expenses \$4,448,750, and the net earnings \$3,686,004, an increase in gross earnings over the corresponding period of the previous year of \$1,083,004, and in expenses of \$1,165,597, making a decrease in the net earnings of \$82,593.

New York, New Haven and Hartford R. R.

The first annual meeting of the stockholders of this company, under the consolidation arrangement, was held at New Haven on the 8th inst. A motion was made to proceed with the election of a new board of directors for the ensuing year, when Mr. Goodwin of East Hartford objected to the motion until the report had been acted upon, and as he had found in it much which he deemed unsatisfactory, he had prepared a resolution calling upon the directors to make another report on the fifth day of March next, setting forth in detail all the money that had been expended, and for what purpose; the receipts of the company, how much money had been paid to the Harlem Railroad for the use of their tracks, and other information of like character; closing with an intimation that a large amount of receipts had not been properly accounted for; that there had been some transactions between this company and the Harlem Railroad Company which had been covered up, and that Commodore Vanderbilt had too much to say and control in the affairs of this railroad.

Mr. Henry C. Robinson of Hartford suggested that instead of taking the trouble to prepare a new report, and the expense of printing it, and keeping Mr. Goodwin in a state of anxiety until the fifth day of March, the president (Mr. Bishop) should at once make a verbal explanation on the various points alluded to.

Mr. Bishop said that he did not profess to be a book-keeper and know much about keeping books, but the gentleman employed to attend to that duty, who did understand it most thoroughly, had furnished the figures upon which the report was based; and the accounts had been examined and audited by another gentleman who is an expert in those matters. With regard to omission of the amount paid to the Harlem Railroad Company for the use of their tracks, he would say that it made no difference in the accounts whether the amount paid to the Harlem Railroad Company was mentioned or not. In one case the amount of receipts would have to include the amount paid or to be paid to the Harlem Company, and in the other the net amount after deducting the amount paid. In reference to the rate allowed to the Harlem Railroad Company for the privilege of running over their tracks, he said the present board of directors had nothing to do—whether it was too much or to little, the present management were not responsible. In 1848 a perpetual contract was entered into by the New Haven and Harlem Railroad companies by which it was provided that this company should use the Harlem Railroad track from the junction to the city at a certain rate, and that the rate should be adjusted every five years by arbitrators. The Harlem Railroad is the only entrance to the city of New York—that the Harlem Railroad Company was about to expend about \$4,000,000 in sinking their tracks between the Harlem River and the new depot, and this road could not gain admission to the city at the present time for less than \$20,000,000, and I see no way of getting rid of the payment to the Harlem Railroad of their portion of the receipts.

Mr. Burrell, in reply to some remarks of Mr. Goodwin as to a discrepancy in the reports of the New York and New Haven Railroad and the New Haven and Hartford roads, in regard to the financial relations prior to consolidation and the present time, said that for many years the two companies were engaged in a litigation; that the New Haven and Hartford Company claimed about \$300,000 from the New York and New Haven Railroad Company to balance their accounts, which, however, the latter would not admit. On consolidating the two companies, the claim was no longer pressed.

Dr. Phelps moved that Mr. Goodwin's resolution be laid upon the table, which was carried with one dissenting voice.

The following gentlemen were then elected directors for the ensuing year:—William D. Bishop, William P. Burrall, Wilson G. Hunt, C. Vander-

bilt, George N. Miller, Chester W. Chapin, Horace F. Clark, A. R. Van Ness, Henry C. Robinson, F. H. Trowbridge, E. C. Read, Nathaniel Wheeler and C. M. Pond. Messrs. Bishop, Hunt, Miller, Clark, Van Ness, Trowbridge and Wheeler are of the old New York and New Haven board, and the others are of the old Hartford and New Haven road.

Messrs. William White of New Haven, Charles Boswell of West Hartford and William M. Vermilyea were appointed a board of auditors for the ensuing year.

A motion to approve of the report of the board of directors being made, Mr. Goodwin moved to amend by adding the word not, or recommending the report to the directors, which was unanimously voted down and the report approved.

Mr. Goodwin then attempted to show that he was not an enemy of the company, whereupon Mr. Wheeler denounced him very severely, and charged him with making false statements in the legislature.

Mr. E. C. Robinson, chief clerk of the company, assured Mr. Goodwin that there was no discrepancy in the accounts or deficiency anywhere, except in his own (Goodwin's) head. The meeting then adjourned.

Commerce of Philadelphia.

We present this morning our usual statement of the foreign commerce of this port in domestic exports for the past year. It will be observed that the trade has largely increased, and is as varied in its character and distribution as ever. The total exports reach \$20,484,803; but this valuation does not indicate the increase, for while the valuation of the petroleum exported in 1872 was \$12,569,779, against a valuation of \$13,257,895 in 1871, the quantity shipped was 56,356,068 gallons in 1872, against 55,901,590 gallons in 1871, or an increase of quantity and a decrease of value, owing to the lower price of the article in 1872 and the same phenomenon is exhibited in breadstuffs. Adding to this the foreign imports, previously published, amounting in 1872 to \$26,824,333, we have as the total foreign commerce of Philadelphia, in 1872, the following:

| | |
|-----------------------|--------------|
| Domestic exports..... | \$20,484,803 |
| Foreign imports..... | 26,824,333 |

Total.....\$47,309,136

This, for a port said to have lost foreign commerce, is, we take it, pretty fair. We shall give a better account of ourselves in 1873. We have published the molasses imports of the five leading ports from Cuba for 1872, but they are too important to omit in this notice. Philadelphia received from Cuba 114,783 hogsheads of molasses, while all the other ports together only received 139,772 hogshead. It is a curious item that New York received only 76,576 hogsheads. Our increase also is quite gratifying, being 27,248 hogsheads, while New York shows a decrease. Philadelphia is, in fact, steadily monopolizing the molasses trade. Our exports to Cuba during the year amounted to \$1,359,304.—*Philadelphia North American.*

Locomotives and Cars for Sale.

New Locomotives of best build.
Second hand Do., various gauge, 10@40 Tons, now running, in good order.
New and Second hand Passenger and Freight Cars.
Also Steel and Iron Rails, Fastenings, &c.

DAVIDGE & WHEELER,
General Railway Business,
78½ Pine St., New York.

P. O. Box 4870.

For Sale—New Locomotives.

Soft coal burner, 4 ft. 8½ in. gauge, Cylinders 15x22, four 4 ft. Drivers. Rogers Locomotive and Machine Works, Builders. Has swing truck, and all latest improvements. Been run three months only, and in perfect order. Address

A. W. GREIG, Supt.,
Litchfield, Conn.

Jan. 8th, 1873.

SECOND MORTGAGE 7 PER CENT. BONDS SOUTH CAROLINA RAILROAD COMPANY.

The South Carolina Railroad Company having created a Second Mortgage, amounting to

THREE MILLION DOLLARS,
for the purpose of retiring all its floating obligations and arranging its non-mortgage bonds, and the bonds authorized to be issued under said mortgage having been duly executed, they are now offered for sale at this office at

75 PER CENT.

Payment will be accepted as follows, viz:

Two-Thirds of the purchase money will be received in the 7 per cent. non-mortgage bonds of the Company at 75 per cent.; balance in cash.

The value of this security now offered entitles it to **VERY HIGH CONSIDERATION.** The mortgage covers the entire property of the Company, embracing 242 miles of first-class road abundantly equipped with locomotives and cars in fine condition, and all the appurtenances of a first-class Railroad --- the first mortgage being only \$3,000,000.

The business of the Road for the present year is estimated at about

\$1,400,000

gross, and its net revenue at over \$550,000. Its present prospects furnish ample ground for very satisfactory anticipations of future earnings.

The Bonds bear date October 1st, and have attached coupons for 7 per cent. per annum interest, payable in April and October, in the City of New York.

After the 31st December inst. the price of the bonds will be 75 per cent., and accrued interest.

J. T. WELSMAN,
CHARLESTON, S. C. Dec. 6. Treasurer.

The undersigned agent for the sale and exchange of the above Bonds, can be found at the Fourth National Bank, in this city.

JOHN C. COCHRAN.
NEW YORK, Dec. 18, 1872.

Notice to Contractors.

ENGINEER'S OFFICE BALTIMORE AND OHIO RAILROAD.

BALTIMORE, MD., January 10, 1873.

PROPOSALS WILL BE RECEIVED UNTIL 1st February next, at Camden Station, Baltimore, Defiance, Ohio, and Laporte, Indiana, for the **GRADUATION, MASONRY and CROSSTIES** of the Baltimore, Pittsburg and Chicago Railway, from Defiance to Walkerton Station, Indiana, on the Indianapolis, Peru and Chicago Railway, 120 sections, of one mile each.

Plans, profiles and specifications can be seen at Defiance for the line between Defiance and Syracuse, 73 miles, and at Laporte for the line between Syracuse and Walkerton, 47 miles.

Proposals for Crossties will state the price for each kind of timber, and number of each kind proposed for.

Payments monthly in cash, retaining 20 per cent. as security for completion.

The company retains the right to reject any and all proposals.

JAMES L. RANDOLPH,
Chief Engineer
Baltimore and Ohio Railroad.

ERIE RAILWAY COMPANY.

VICE-PRESIDENT'S OFFICE,

(P. O. Box 839.)

NEW YORK, January 9, 1873.

To Bridge Builders.

THE ERIE RAILWAY COMPANY PROPOSE, as they renew the bridges upon their Road, to substitute iron for wood. They have a large number of bridges in spans varying from 20 to 200 feet.

With a view to determining the best plan to adopt, they invite you to make a proposal, based upon plans and specifications, to be furnished by you for bridges of various spans from 20 feet upward, with your price for the same.

Let your price be predicated upon the fixed price of iron and steel, to be varied as those materials may advance or decline in price.

Yours, &c.,
A. S. DIVEN,
Vice-President.

A FIRST CLASS ORNAMENTAL PAINTER on Cars, Locomotives or Head Lintels, wishes a permanent situation. Address

CHARLES DOEHLER,
Jersey City Heights, N. J.

OFFICE OF THE ILLINOIS CENTRAL RAILROAD }
COMPANY, NEW YORK, Jan. 6, 1873.

A DIVIDEND OF FIVE PER CENT. HAS been declared by this Company, payable on the 1st day of February next, to the holders of full paid shares, registered at the close of the 16th day of January instant, after which and until the 5th day of February next, the transfer-books will be closed.

L. V. F. RANDOLPH, Assistant Treasurer.

FOR SALE.

1,500 Tons Foreign Steel Rail, approved Brands, in Yard.
Dec. 18, 1872.

GEO. T. M. DAVIS,
47 Exchange Place,
NEW YORK.

HEYERDAHL, SCHÖNBERG & CO.

31 Pine Street,
NEW-YORK.

10 Cornhill, E. C.
LONDON.

STEEL AND IRON RAILS.

Sole Agents in the United States for

SAMUEL FOX & CO.'S
Bessemer Steel Rails.

RAILROAD SECURITIES NEGOTIATED.

DREDGING MACHINES AND SCOWS

FOR SALE.

One (Osgood Pattern) Second Hand. Price \$10,000.

One, Almost New. Price \$22,000.

Two Large Dumping Scows, \$3,500 Each.

Apply to

A. W. LADD,
5 and 7 Dey Street.

FOG SIGNALS,

OR

ALARM TORPEDOES.

ALWAYS RELIABLE.

W. BAILEY LANG & CO.,
54 CLIFF STREET, NEW YORK,
No. 9 LIBERTY SQUARE, BOSTON.

A. W. LADD,**NO. 5 DEY STREET, NEW YORK,**

Will cut to order for Bridge and Railroad Builders, WHITE PINE, GEORGIA and FLORIDA PINE, HEMLOCK and OAK TIMBER.

Agent for ROBERT BROWN, Telegraph Contractor.

Telegraph Lines of any length built with Brooks' Patent Paraffine or Glass Insulation and American Compound or English Galvanized Wire at the lowest rates and shortest notice. Also, Wire Fence for Railroads.

REFERENCES:

All the leading Telegraph Companies in the United States.

NEW JERSEY STEEL AND IRON COMPANY,**TRENTON, N. J.,**

Represented by COOPER, HEWITT & CO., No. 17 Burling Slip, New York,

—MAKERS OF—

ROLLED IRON BEAMS,**CHANNEL BARS, TRENTON STEEL TOP RAILS, &C. ALSO,****THE MARTIN STEEL!**

The best and cheapest material for FIREBOX PLATES, and all Machinery uses.

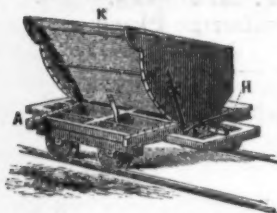
CAMP'S IMPROVED DUMPING CAR.

Fig. No. 1, Car Loaded.

The Brakeman seizes the lever H, and raises it, thus removing the step from under the box-support A, when the weight of the load causes the box to roll over to the position shown in Fig. 2.

To replace the box in readiness for another load.

The Brakeman, standing on the platform, reaches over, and grasping the corner of the box, pulls it back to its place.

Address,

N. H. CAMP,

Care N. C. MILLER, 61 Broadway, New York City:

or HAWKINS, WILLARD & CO., 28 Market St., Chicago.

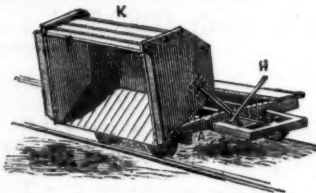


Fig. No. 2, Car Dumped.

TO DUMP THE CAR.**RAILROAD IRON.**1,000 Tons TREDEGAR RAILS.
1,000 Tons CROSHEY RAILS.
1,000 Tons STOCKTON RAILS.
Now in Yard and for sale by**WM. H. PETIT,**
72 Wall-st., New York.**RAILROAD IRON.**2,000 tons best Welsh make 56 lbs.
2,000 " Extra quality 56 lbs.

For sale by

DANA & CO.,
18 William street.

JAMES BULGER. GEORGE B. COLE. JOHN H. BULGER.

James Bulger & Co.,**Engineers, Machinists**

AND

Iron Founders.STEAM ENGINES, MILLS, HYDRAULIC PUMPS,
PRESSES AND GENERAL MACHINERY.15 and 54 North Second Street, Near First,
Brooklyn, E. D., N. Y.**FULLER, LORD & CO.,**
Machine-Forged Nuts,
BOLTS & NUTS,**WROUGHT WASHERS,****BOONTON CUT NAILS,****139 Greenwich Street,****NEW-YORK.****FOR SALE.**

Four new passenger Coaches for sale; two 60 passenger each, price \$5,250; two 76 passenger-price \$7,000 each, now ready for lettering. Also a 30 ton new Locomotive ready for use.

Apply to

A. W. LADD

354 5 and 7 DEY STREET NEW YORK.

PACIFIC MAIL**Steamship Company's****LINE TO****California, Japan and China.****VIA PANAMA,****CARRYING MAILS, PASSENGERS AND FREIGHT TO****ASPINWALL, PANAMA, SANTA MARTHA AND GREYTOWN, AND PACIFIC COAST OF MEXICO, CENTRAL AMERICA, PERU, AND CHILL.**

Steamers leave 10th 20th and 30th each month, except when those days fall on Sunday, then the day previous.

Jan. 20, 1873—Steamer **RISEING STAR**, Capt. ———, will leave Pier No. 42, North River, at 12 o'clock noon for Aspinwall direct, connecting at Panama with steamer **GREAT REPUBLIC**, Capt. ———, touching at Acapulco, Manzanillo, Mazatlan and San Diego, and also connecting for all Central American and South Pacific ports. Departures of 10th and 20th each month connect with the Company's steamer, touching at San Benito, Tonata, Salina Cruz and Port Angel.Steamer **COLORADO** will leave San Francisco, February 1, 1873, for Japan and China.

For rates of passage, freight and all further information, apply at the Company's office on the pier, foot of Canal street.

F. R. BABY, Agent.**SPECIAL NOTICE**—Through passengers to San Francisco by **RISEING STAR** Jan. 20, will remain ten days at Panama.**F. R. BABY, Agent.****PHILIP S. MILLER.****LENOX SMITH****AMERICAN AND FOREIGN****STEEL & IRON RAILS.****STREET RAILS,****Railway Fastenings, etc.****MILLER & SMITH,****43 Exchange Place, N. Y.****THE TAUNTON LOCOMOTIVE MANUFACTURING COMPANY,****TAUNTON, MASS.,****HAVING** large facilities, and having had a long experience in the business, are prepared to furnish**LOCOMOTIVES,****EITHER FOR BURNING WOOD OR COAL, OF THE MOST APPROVED CONSTRUCTION.****ALSO ALL KINDS OF****RAILROAD MACHINERY,****STATIONARY ENGINES AND BOILERS.****SUGAR MILLS, SHAFTING, ETC.****HARRISON TWEED,****Agent and Treasurer.****P. I. PERRIN, Sup't.**

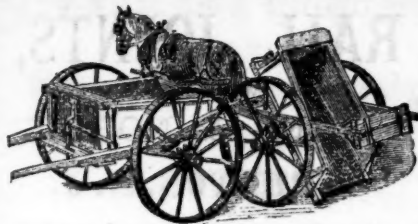
Established 1820.

William J. Young & Sons,**SUCCESSORS TO****WM. J. YOUNG, WM. J. YOUNG & CO., WM. J. YOUNG & SON,****MATHEMATICAL & ENGINEERING****Instrument Manufacturers,****AT THEIR OLD LOCATION****43 NORTH SEVENTH STREET,****PHILADELPHIA,**

Have so increased their facilities as to believe they can in future keep a full supply of instruments on hand.

HAND'S IMPROVED DUMPING CART.

PATENTED APRIL 4th, 1871.

THE MOST PERFECT YET INVENTED.

Can be dumped by a single motion of one hand while you hold the horse with the other.

The tail-board being attached to the shafts, lifts of its own accord when the cart is dumped, as seen on the right of the engraving. As soon as the load is dumped all you have to do is to start the horse, and the cart will resume its proper position, as seen in the left of the engraving, hook itself and replace the tail-board, without any assistance of the driver whatever. The shafts are attached to the outside of the body, near the hubs, which gives the horse great control over the cart, and prevents the body from playing from side to side as they do when the shafts are pivoted underneath.

Manufactured and for Sale by

WILLIAM & HENRY HAND,

PLAINFIELD, N. J.

STATE AND COUNTY RIGHTS FOR SALE

**Safe Car Lamp,
MINERAL SPERM OIL,
NO KEROSENE.**
**Williams, Page & Co.,
BOSTON,**

Manufacturers of their well known Car Lamps and of Superior Car Candle Lamps, are making

Mineral Sperm Oil Lamps

now used by Boston and Albany, Providence, Eastern, Fitchburg, Lowell, and many other Roads, and by Pullman Palace Cars in place of Kerosene or Candles. Circulars, Lithograph and Price List sent when requested.

WILLIAMS, PAGE & CO.,

Manufacturers of Lamp and Candle Burners, and dealers in Mineral Sperm Oil and Candles.

**Manhattan Oil Company,
Office, 16 Broadway, New York,**

JAMES M. MOTLEY, President.

**Mason's Sperm, Manhattan Signal, Extra
Lard, Tallow, and Mystic Coal Oils.**

Also, Sperm, Elephant, Whale, Paraffine, Machinery, Elaine, and Olive Oils, for Railroads, Steamers, Woolen and Cotton Factories, Machinery and Burning.

DIRECTORS:

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| Edward Rowe, | J. Carothers, |
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| | Phillip M. Millsbaugh. |

**West Point Nickel Mining
and Plating Company.**

Shops cor. Essex & Greene Sts., Jersey City.
Office 5 & 7 Dey St., Room 7, N. Y.

JACOB RUSSELL, (late Pres't Gold Ex. Bank), Pres't.
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NICKEL PLATING done on an improved plan warranted not to rust or tarnish. Also Silver Plating and Bronzing.

N. B. Especial attention given to Plating Pullman Palace and Wagner Car trimmings.

L. D. SAXTON, President.
JNO. WELSH DULLES, Sec'y and Treasurer.

**N. G. R. R. Construction & Supply Co.,
424 WALNUT ST., PHILADELPHIA, PENN.**

H. S. LEECH, General Agent,
At Clark, Walcott & Co., Bankers, 29 Broad St., New York,
J. H. ALEXANDER & CO.,
307 FINE STREET, ST. LOUIS, MO.,

Undertake all business connected with Construction, Equipment, and Negotiations, for Railroads. Power, Stock, Rails, and Supplies furnished to order.

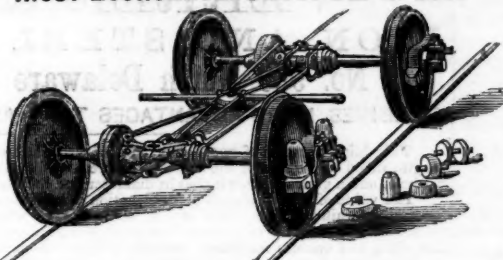
Correspondence Solicited.

ALBERT C. McNAIRY, President.

HENRY M. CLAFLEN, Vice-Pres't & Treas.

CLEVELAND BRIDGE & CAR WORKS,
[ESTABLISHED IN 1850.] THE

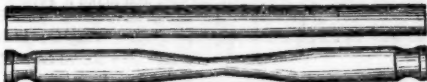

The Lightest Running, Easiest Riding, and
most Economical Street Car in use.



Higley's Patent Street Car Running Gear and
Brake, Made and Sold by the McNairy
& Claflen Manufacturing Co.,
Cleveland, O.

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CAR AXLE WORKS.
**A. & P. ROBERTS & CO.,
PENCOYD IRON WORKS.**

OFFICE No. 414 WALNUT STREET,
PHILADELPHIA.
Rolled or Hammered Car Axles, Bar Iron
and Forgings.

**PHILLIPSBURG
Manufacturing Company.**

MANUFACTURERS OF
Hot Pressed Nuts $\frac{1}{2}$ x $\frac{1}{2}$ for $\frac{1}{2}$ Bolts to $\frac{3}{4}$ x 2 in. Bolts
either Square or Hexagon.
Bridge and Truss Bolts $\frac{1}{2}$ in. to $\frac{3}{4}$ in. in diameter any
length with upset ends.
Car Bolts either Blank or Finished.
Machine Bolts Square or Hexagon Heads and Nuts.
Car Forgings, Car Trucks, and Iron work for Cars in
general.
Coach or Lag Screws, Washers, Nut Hinges, Crow
Bars, Miners' Drills, and a superior article of Boiler Rivets.
Railroad Splice Bolts and Fish Plates.

PHILLIPSBURG,
Warren Co., N. J.

McNairy & Claflen Mfg. Co.,
PROPRIETORS,

BUILDERS OF
Railway & Highway
BRIDGES,
ROOFS,
Turn Tables, Transfer
Tables,

OF IRON AND WOOD.
Railroad Passenger &
Freight Cars,
Street Railroad Cars.

Post's Patent Iron and Combination Bridges,
Howe Truss Bridges with Patent Iron Clamp,
Street Railroad Cars with Higley's Patent Run-
ning Gear and Brake; also Substructures of
Pneumatic and Screw Piles.

Offices: Waring Block, Cor. Bank
and St. Clair Sts.

Works: On Wason, Hamilton and
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CLEVELAND, OHIO.

SIMEON SHELDON, Engineer.

MORTON, REED & CO.,

No. 65 South Gay St., Baltimore, Md.,
MANUFACTURERS' AGENTS

FOR THE SALE OF

**American & Foreign Rails,
STEEL OR IRON**

AND

**Railway & Machinists' Supplies
OF EVERY KIND.**

Locomotive and Mining Engines,
Narrow Gauge Cars, and Engines,
Freight, Box & Passenger Cars, &c.

**Danville Iron Works,
DANVILLE, PENN.**

LIGHT RAILS weighing, per lineal yard, 40 lbs., 35
lbs., 30 lbs., 28 lbs., 25 lbs., 22 lbs., 20 lbs., 18 lbs., and
16 lbs., suitable for Narrow Gauge Railroads, Collieries,
Furnaces, Mills, &c.

GILEAD A. SMITH & CO.,

New York Office,

42 Broadway.

THE WHARTON Safety Railroad Switch.

BOTH RAILS of the main track absolutely immovable, continuous and unmutilated.

This Switch provides perfect safety for both the main track and the side track, besides removing all switches from the main track as effectually as if there were no sidings on the whole line.

They have been in use on various important Railroads for over two years, and have repeatedly saved passenger trains from destruction, when running at high speed, (from 30 to 45 miles per hour,) at places where by accident the Switch had been left set for the siding.

Address,

ABRAHAM BARKER, Pres't,
Or WM. WHARTON, Jr., Sup't,
Of the Wharton R.R. Switch Co.,
28 South 3d St., Philada., Pa.
O. BOX, 2353, Phila.

YORK CAR WORKS.

ESTABLISHED IN 1852.

Billmeyer & Smalls,
YORK, PENN.

This old established firm continue to build all kinds of Freight Cars to order.

Narrow Gauge Cars

having received their special attention, they are prepared to receive orders and to deliver promptly.

They have furnished the following Roads with Narrow Gauge freight cars, viz: Denver and Rio Grande, Kansas Central, North and South R. R. of Ga., Iowa Eastern, Painesville and Youngstown, Ripley R. R. of Miss., Utah and Northern, Costa Rica R. R., C. A., and others.

Photographs of Narrow Gauge cars sent by mail.

C. Billmeyer. D. E. Small. J. H. Small.

CHAS. J. PUSEY,

78 BROADWAY,
NEW YORK.

American & English Rails,

LOCOMOTIVES and CARS,

FISH PLATES, SPIKES, &c., &c.,

SOLE AGENT FOR

Atkins Bros' Pottsville Rolling Mills.

Special attention given to filling orders for Small T and Street Rails, of every weight and description.

Old Rails Bought or Re-Rolled, as Desired.

P. O. Box 5222.

EDWARD J. ETTING,

105 Walnut St., Philadelphia,

MANUFACTURERS' AGENT FOR THE SALE OF
AMERICAN AND FOREIGN

RAILROAD IRON

Of every Size, Weight and Pattern,

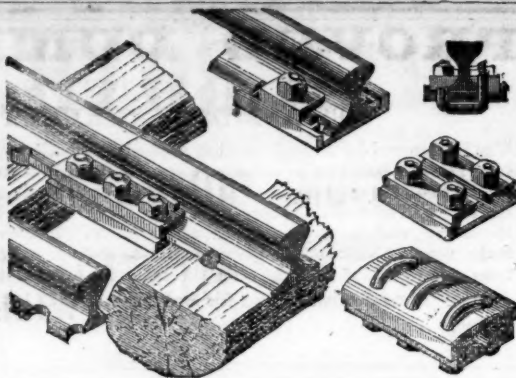
For Steam and Street Roads.

ROLLING STOCK & SUPPLIES.

Old Rails Re-Rolled & Exchanged for New.

Special attention paid to the Purchase and Sale of Railroad and Scrap Iron.

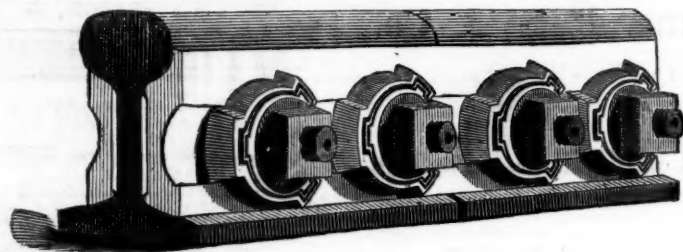
CONSIGNMENTS SOLICITED.



FISHER'S PATENT Wrought Iron RAIL JOINTS, MADE BY FISHER & NORRIS, TRENTON, N. J.

The Superiority of these Joints has been proved by eight years' use on different Roads.

PRATT'S PATENT COMPENSATING FISH-JOINT,



MADE BY

VERREE & MITCHELL,
IRON AND STEEL MANUFACTURERS,
No. 939 North Delaware Avenue, Philadelphia, Penn.
COMBINES MORE ADVANTAGES THAN ANY FISH-JOINT HERETOFORE INTRODUCED.

This Joint is made of two heavy bars of wrought iron, or cast steel, sixteen inches in length, or any other desired length, fitted to the side of the rail and secured by four three-quarter inch bolts, with four malleable cast-iron cups and washers, and a gum ring two inches in diameter and half an inch thick, in each cup.

The value of gum to absorb jarring motion is well known; but when the pressure is as great as that required to secure the ends of railroad rails, some device, or method by which to prevent the gum from being forced out from under the washer, when subjected to increased pressure, is indispensable. The PATENT COMPENSATING FISH-JOINT secures that effect and enables Railroad Managers to apply all the force and pressure desired.

Where this Joint is securely fastened by screwing the nut upon the washer and gum in the cups with a lever three feet in length, it makes a perfectly tight joint, and thus secures what Railroad Managers have long desired—a continuous rail, with sufficient elasticity in the gum to relieve from and compensate for the sudden jar and at the same time allow for expansion and contraction by heat or cold.

We confidently claim for the PATENT COMPENSATING FISH-JOINT:

That it makes the best and cheapest form of fastening, requiring no plate or chair underneath the foot of the rail.
That it is safe and secure, and prevents the numerous accidents resulting from loose or broken rails.
That this Joint absorbs the vibratory shock given by the wheels in passing over the ends of rails, and thereby preventing fracture; and we have yet to hear of the first rail having been broken with our Joint on it.
That it can be applied in repairing and relaying with the least trouble and delay.
That the materials are indestructible, and make A PERFECT AND CONTINUOUS RAIL, thus securing what has long been desired, and what all previous experiments have failed to attain.

The Manufacturers can supply these Joints, complete in all their parts, ready to be fastened to the rails with dispatch.
Refer to all the Leading Railroads in the Country.

RAILROAD IRON.

ENGLISH and AMERICAN Railroad Iron for delivery in New York and other markets in the United States and England. For sale by

S. W. HOPKINS & CO.,
71 Broadway, New York

RAILROAD IRON.

THE undersigned agents for the manufacturers, are prepared to contract to deliver best quality American or Welsh Rails, and of any required weight and pattern

PERKINS LIVINGSTON & POST,
31 New St., cor. of Exchange Place,
NEW YORK.

RAILROAD IRON.

THE undersigned, agents for the manufacturers are prepared to make CONTRACTS FOR RAILS delivered free on board at ports in England, or exship at ports in the United States.

M. K. JESUP & COMPANY,
59 Liberty St., New York.

HERMANN BOKER & CO.

101 & 103 Duane-St. } New York.
91 & 93 Thomas-St. }

IMPORTERS OF

Prussian Puddled Steel RAILS,

Steel Head Rails, Fish Bars,
SPIEGEL IRON,
Cast Steel Tyres, Axles, &c.

AGENTS FOR

FUNCKE and ELBERS,
HAGEN, PRUSSIA.
Bochum Mining and Cast Steel Manf. Co.
BOCHUM, PRUSSIA.